

ARTING'S 'TWO BIG' NATIONALS!

CAR CRAFT

IND

JW

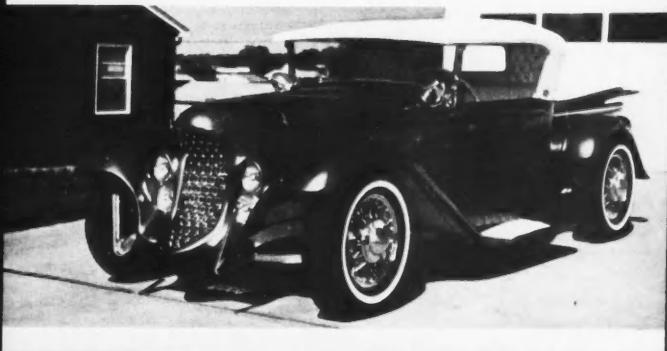
OCTOBER 1960 25c

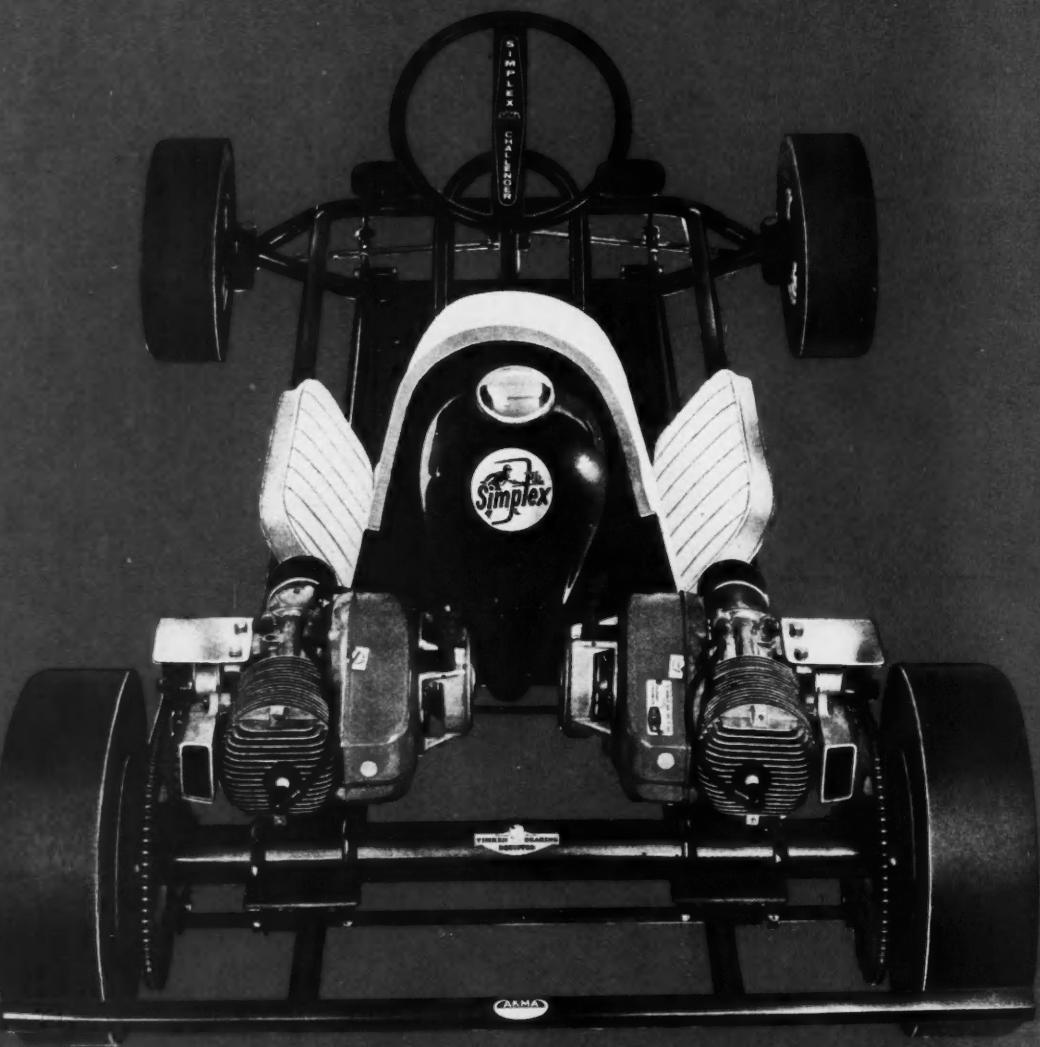
WILD CUSTOM AND ROD SHOW-CAR PICTORIAL

'JADE IDOL'
MULTI-HUED
MERC RESTYLE
'BLUE-ANGEL'
MIDWEST'S MOST
EXCITING
ROD-PICKUP

'MARK 1 MIST'
FANTASTIC
'36 FORD COUPE
IN DISGUISE

'SCOOPY'
SHOW-WINNING
CHEV WITH
RADICAL LOOK





The NEW
SIMPLEX *Challenger*
offers 125 new features the combination of
which is not found on any other Kart in the world

It has (as an optional feature) a live rear axle that will set a standard of excellence for all Karts. Dual two shoe automotive expanding brakes. The finest and strongest Kart chassis ever built. Front to back side rails plus 121 other features that make a standard Simplex Kart the greatest dollar value of any Kart in the world. With the addition of our new Mark III and IV live axle Karts the Simplex line now offers the greatest selection of fixed or live axle Karts you will find anywhere. Prices for a completely assembled, painted, ready to drive, freight prepaid Simplex start at only \$189.00. Send for our free literature and the name of your nearest SIMPLEX dealer. SIMPLEX MANUFACTURING CORP., Dept. CC, 540 N. Carrollton Ave., New Orleans 19, La.

WE HAVE THE BEST DEALER PLAN IN THE INDUSTRY AND DEALER INQUIRIES ARE INVITED.



SAVE
WITH



ORDER BY MAIL

HONEST BAR AND GRILL PRODUCTS

Stainless Steel TUBE TYPE GRILLS



59 CHEVY



NOW FOR

60 CHEV.



58 T BIRD



57 CHEVY



52 FORD



54 FORD

DUAL
HEADLITE
OR
QUAD
HEADLITE
MODELS
Say Which

ALSO
FOR
CORVAIR

At The Price You've Waited For.

Sweeping Tubular Stainless Grill Bars Completely Pre-Assembled. Guaranteed Rust Proof - $\frac{3}{4}$ " diameter sections. Available for 52-59 FORD - 55-59 CHEVROLET - 58 T BIRD. Must Know Kind of Car and Year Model.



GIVE YEAR AND MODEL CAR WHEN ORDERING

HONEST NO. 87

Completely Pre-Assembled Kit

ONLY \$19.95

YOU PAY EXPRESS CHARGES

HONEST LAKE PLUGS FOR ALL CARS AT A THINKING MAN'S PRICE

Now Available in Spiral Chrome or Smooth 18 Gauge Chrome Steel. We Slashed The Price On These. Equal In Quality To Sets Costing As Much As 65.00.



HONEST SPIRAL TYPE

Triple Chrome Plated 18 Gauge Steel Tubing Direct Exhaust Escape with plates removed boosts power for competition running. Packed in pairs, kits are complete with blocking plates, gaskets, chrome hangers, and all fasteners.

HONEST Nos. FOR SPIRAL TYPE

HP285 Complete 20" Kit for both sides \$ 9.95
HP565 Complete 56" Kit for both sides \$21.95
HP675 Complete 67" Kit for both sides \$29.95

HONEST Nos. FOR SMOOTH TYPE.

HP28 - 28" Kit for both sides \$ 9.95
HP56 - 56" Kit for both sides \$21.95
HP67 - 67" Kit for both sides \$29.95

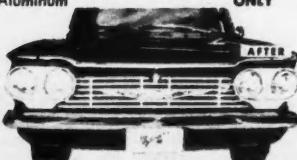
YOU PAY POSTAGE

SEND 25% DEPOSIT ON C.O.D.'S. NO C.O.D. FOR LESS THAN \$5.00. ALL ITEMS MARKED PREPAID MUST BE PAID IN ADVANCE.

CHEVROLET CORVAIR CONVERSION GRILL

- Five Minute Installation
- Shipped completely assembled.
- No Drilling Required
- Heavy Die Cast Aluminum

ONLY \$14.95



AFTER
Fits:
Buick - 1953-55
Cadillac - 1937-60
Chevrolet V-8 - 1955-60
Chrysler - 1937-60
De Soto - 1937-60
Dodge - 1937-60
Ford - 1949-60
Lincoln - 1954-60
Mercury - 1949-60
Oldsmobile - 1949-60
Plymouth - 1937-60
Pontiac - 1937-54
Studebaker - 1955-60
No. H-10 Each \$1.95
We Pay Postage

TUNED EXHAUST
FOR A400-A490
CLINTON - WEST BEND
McCULLOCH ENGINES



Gleaming Polished
Aluminum with
Flared Ends

Adds Horses -
Increases Power
Best Quality and
Appearance Available at
Any Price

No. H-8 Each \$5.95

HONEST KART
SPUN ALUMINUM
Racing Wheel Disc
FOR ALL TYPES KARTS

4", 5" or 6"
Heavy gauge
Complete
With
Mounting
Screws

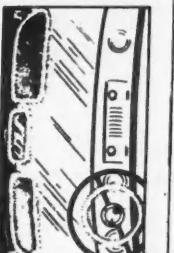
Each \$1.00
Must Know Wheel Size
We Pay Postage
HONEST No. H-5

FUZZY WUZZY WUZZA
CRAZE

The latest craze from
California

FUZZY CAR MUFFS

Made of Oh so soft
fluffy, Angora Type Fur
For Mirror - Sunvisor -
Horn Ring and Car
Plaques.



No. FCM-201 For Visor
and Horn Ring.
Fits Most Cars

Each \$1.25

No. FCM-202 For All
Standard Size Car Plaques.

Each \$1.00

No. FMM-36 Fits all
Standard Size Mirrors

Each \$1.00

No. F2201136 Special Inter-

ior Kit includes 2

Visor Muffs and 1 Mir-

ror Muff. Each Kit \$3.00

We Pay Postage On All

Muffs

LAUGHABLE
CREATURES
Press Out Of
This World
—
Made For Auto
Movers - They'll
Stay Anywhere
In A Variety Of
Fantastic Positions.



MODEL 420
Moon Man
MODEL 421
Bug Eye
MODEL 422
Voodoo Man
EACH
\$1.50
We Pay Postage



SEND 25¢ TO COVER MAILING AND HANDLING,
FOR NEW 1960 SURPRISE MONEY SAVER CATA-
LOG. 70% BIGGER AND BETTER THAN EVER.
EACH CATALOG CONTAINS \$1.00 FREE CERTIFI-
cate.

NEXT ISSUE SENT FREE.

Enclosed is \$... for payment in full (or deposit
of 25% if C.O.D.)
All items marked prepaid must be paid in advance.

NAME _____

MY CAR IS A ... YEAR ... MODEL ... BODY ...

ADDRESS _____

CITY Zone STATE 8-60

Quantity	Stock No.	Description	Price

HONEST CHARLEY SPEED SHOP INC.

Box CC 1904
Chattanooga, Tenn.

**SPECIAL
INTRODUCTORY
OFFER...for new
subscribers to
Car Craft!**

ISSUES OF CC ONLY \$1

...and look what you get:

**MORE
CUSTOMIZING NEWS!**

**MORE
TECHNICAL FEATURES!**

**MORE
KARTING FEATURES!**

**MORE
AUTOMOTIVE SPORTS
COVERAGE!**

5

**ISSUES FOR ONE DOLLAR OFFER
CAR CRAFT Magazine**

5959 Hollywood Blvd., Los Angeles 28, Calif.

Please send me 5 monthly issues of CAR CRAFT at your
special introductory rate of \$1.00.

NAME _____ CC-1060

ADDRESS _____

CITY _____

ZONE _____ STATE _____

*Clip and
mail this
coupon
today!*



Robert E. Petersen—Publisher
Lee O. Ryan—General Manager

EDITOR

Dick Day

MANAGING EDITOR

Don Evans

ASSOCIATE EDITORS

Jim Gilbert

Bud Lang

EDITORIAL DESIGN

Art Smith

EDITORIAL PRODUCTION

Yvonne Hull

Marie Donnell

ADVERTISING MANAGER

Pete Heleck

ADVERTISING PRODUCTION

Harry Foster

PHOTOGRAPHERS

Bob D'Olive

Al Palacy

Colin Croft

Pat Brerier

TECHNICAL EDITORS

Don Francisco

John Geraghty

CONTRIBUTING EDITORS

Bob Hardee

Frank Faraone

George Barris

Woody Higgins

John Eddy

Bob Hegge

Pete Sukalec

**PETERSEN PUBLISHING COMPANY
ADVERTISING OFFICES**

California

5959 Hollywood Blvd., Los Angeles 28
135 Montgomery St., Room 210, San Francisco 4

Michigan

3337 Book Bldg., Detroit 26

Illinois

360 N. Michigan Ave., Chicago 1

Ohio

602 Investment Bldg., Cleveland 14

New York

17 E. 48th St., New York 17

Missouri

915 Olive St., Room 939, St. Louis 1

Car Craft, U. S. Copyright 1960 by Petersen Publishing Company, 5959 Hollywood Boulevard, Los Angeles 28, California. Second class postage paid at Los Angeles, California. Subscription rates: U. S. Possessions, Canada —1 year \$3.00; 2 years \$5.00; 25¢ per copy. Overseas—1 year \$4.00; 2 years \$7.00. Give three weeks' notice for change of address. Contributing material should be mailed to 5959 Hollywood Boulevard, Los Angeles 28, California. All contributions must be accompanied by return postage. Petersen Publishing assumes no responsibility for loss or damage thereto.

CAR

CRAFT

Wally Parks — Editorial Director
Al Isaacs — Art Director

Al Benedict — Advertising Director
Gordon Behn — Circulation Director

features

14 MARK I MIST

They don't come much wilder than this early Ford coupe

18 GIVE IT SPARKLE

Chromed bullets can be used to draw attention to custom features

20 INTERCEPTOR CAM

Optional camshaft for Fords, Mercurys, Edsels and Lincolns

24 SHOWTIME U.S.A.

Nebraska Motor Sports Show displays several outstanding cars

26 RESTYLING...from mild to wild

The age-old standard of the '40 Ford goes under our custom torch

30 BLUE ANGEL

A fantastic rod/pickup out of the Midwest show circuit

34 JADE IDOL

A '58 Mercury from California that looks like an Italian prototype

36 'BIG BLAST' FOR BANTAMS

300 karts display great racing at GKCA Nationals

42 TROPHY DAY FOR TWO-STROKES

GPKCA three-day Nationals at St. Louis

46 SCOOPY

A west coast show car is revamped and revisited by Car Craft

departments

8 CC SHOPS

52 WHAT'S YOUR PROBLEM?

12 LETTERS

56 CUSTOM QUERIES

COVER

Four of the most radical showcars to come along in recent months share the spotlight on our cover this issue. Modern trends update these trophy winners.

—Anecochromes by Farone, Hegge, Winfield.

OCTOBER, 1960

HAWK DRAG-RACE KITS

Real
Competitive
Model
Racing . . .



Two motorized dragsters in a single, quickly assembled kit. No track accessories necessary, race both from a standing start with the "simul-start." Both have hi-speed motors, flashing colors and real "get-up-and-go." Plated parts, customized decals. Built for lasting fun.

Model No. 400 . . . \$4.00

HAWK COBRA

MARK II

The First
Motorized
"Ground
Affects" Machine In Kit Form

Gives you a real lift as it rises off any surface and rides on a cushion of air. Just press the button and see the COBRA hover and dart everywhere. Powerful electric motor, durable plastic body, torch red body shell, powered by penlight batteries. Ready to zoom at a finger's touch. So easy to assemble. Model No. 154 . . . \$1.50

FREE Membership in CAPTAIN HAWK'S "Technical News and Model Society" . . . write today, send 10¢ for full catalog or see your dealer.



MODEL
COMPANY
4600 North
Octave Ave.
Chicago 31, Ill.

BOLT-ON POWER FOR THE CORVAIR!

A complete straight-thru dual exhaust system that completely replaces stock header and muffler. Drastically reduces back-pressure, improving mileage and puts real snap into the Corvair's performance. Fully equalized dual set-up just bolts onto existing connection points. Anyone can install—no welding or fabricating. Deeper, healthier sounding GLASS-PACK mufflers made of longest lasting heavy gauge seamless steel cases on market today!

\$34.95 Complete with equalized head-pipe, gaskets, chrome-tipped mufflers with POSTPAID brackets welded in position.

CORVETTE TAIL PIPE REPLACEMENTS

\$7.95 ea. ppd. Specify either left or right and year.

Send Check or M. O. We prepay freight. Calif. resid. add 4% tax. SATISFACTION GUARANTEED!



CYCLONE SALES

of California

Dept. C-OP. P. O. Box 485, La Canada, Calif.

DEALER INQUIRIES INVITED

PURE PEARL ESSENCE TONER

and 33 Metallic
Base Coat Colors
used in
CANDY COLORS

Write now for your
FREE COLOR CARD

Showng
ALL 33
Metallic base
coat colors

or
order your
toner and
powder today



Refer to article in February, 1959
"Car Craft"—tells all about
THE SECRETS OF CANDY COLORS.
If you haven't a copy of this
article write for FREE reprint.

CRESCENT BRONZE POWDER CO.

118 W. ILLINOIS STREET, CHICAGO 10
1841 S. Flower St., Los Angeles 15

★ FROM HOLLYWOOD

JUST
FINISHED & READY

FOR YOU...Really the wildest
information—direct from JEFFRIES'
Studio in Hollywood.
Pictures and the latest scoop
on painting. 24 shirt designs
and the "how to" on striping,
candy painting, scalloping,
flaming, paneling, chrome
tape, etc., etc. IT'S ALL THERE!
Send 50¢ for yours NOW!



CUSTOM KRAZY
SUN SHADES



the
newest
JEFFRIES'-
inspired craze!
Glasses come
with sun visor
and specially-designed plastic case with clip for your
pocket. Get with it—ORDER YESTERDAY! \$5.95—Cash
or Check.

Striping Brush \$1.50 ea.
Car Name Brush \$1.50 ea.

STRIPPING PAINT

Personally mixed by JEFFRIES'
just for YOU! Makes striping
a snap! Comes in all
wanted colors—Red, Black,
Green, Blue, Purple, Yellow,
Silver and Gold. Only \$2.00
per can. Cash or Check.

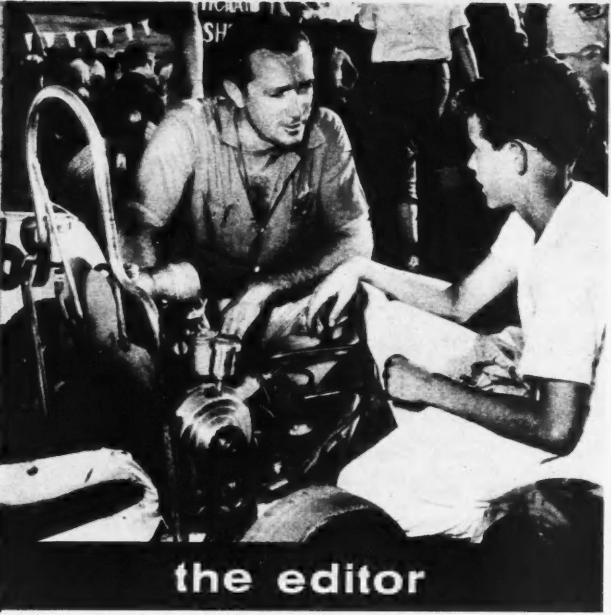


Jeffries

STUDIO OF STYLE
5807 Sunset Blvd.
Hollywood 28, Calif.
HO 6-2959 Dept. CC-10

SPEAKING
of

the editor



IF YOU DETECTED an echoing staccato of small bore engines overheard last month it was largely due to the blast of three hundred young drivers wringing out their quarter midgets during the second annual running of Tulsa's Grand National for the small-fry. Attracting participants from coast to coast, the event, under the auspices of the Tulsa Quarter Midget Association and sanctioned by the newly formed Quarter Midgets of America, went a long way in demonstrating that quarter midget activity is anything but *passe*. Editorial deadlines prevented us from placing coverage of the action packed event in this issue—but next month we'll be on hand with a complete photo spread on race results and the new champs. Quarter midgets, like many other forms of automotive sports, have adopted an identity phrase among their own ranks that bears passing on—"The only place where alcohol and driving mix is in the 'AA' class."

Ringing ears are a trademark with karting, especially when you absorb some three-days of the high revving two-strokes. And I would be foolish in attempting to disguise our physical auditory condition by stating that we had returned to normal after attending the recent Go Kart Club of America 2nd annual Grand Na-

tional Kart Road Races. With the pit area numbering over three hundred entries from all parts of the country and grandstands overflowing with thousands of spectators, the famed 4/10th of a mile Azusa Go Kart 'Raceway' possessed all the fanfare and excitement of a Daytona Speed Week. On page thirty-six you can get a better idea of the event's action and a look at karting's new 1960 GKCA National Champions under fire with Associate Editor Jim Gilbert's day-by-day reporting.

As it happened, CAR CRAFT has a double barrel charge for the fleeting two-stroke contingents this issue. Following the GKCA 'Big Blast' comes editorial representative Bob Hegge's on-the-spot reporting from St. Louis where Grand Prix Kart Club of America stages their national title match.

Four of the wildest rod and custom show-cars are served up on the front cover this month. Displaying styling techniques from the purist to the most bizarre, the quartet examples the sculpturing torchwork from four of the country's leading custom body shops. Consider the combination of other informative topics in this issue for the avid automotive enthusiast—and I'm sure you will find the October package enjoyable reading.

—Dick Day

WAIT 'TILL YOU SEE *WHAT'S COMING!



Yes... you friends, send in a sketch or (presuming that you can write), description of whatever outrages your warped little mind can brew up. Our artist (who was recently released from an institution where he was treated for a slight case of Lycanthropy) will transfer your design to the material. Up to five colors can be used, just let yourself go. Or, you can let Roth use his own imagination to horrify up something suitable.

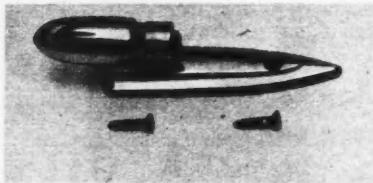
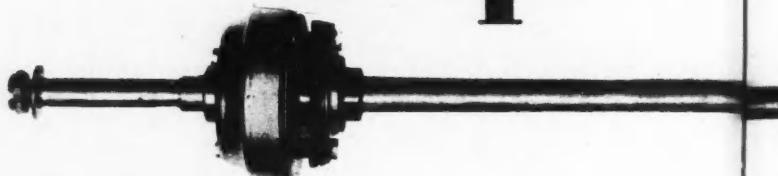
Our sweat shirts are of top quality, heavy, close-knit cotton, have a six-inch front zipper and a collar. Sizes small, medium, large.

Don't risk getting back your marbles this summer. Keep off balance and amaze your friends too by garbing yourself in a far-out sweat shirt done in mad, wonderful, vivid and vivid colors TO YOUR OWN SPECIFICATIONS and personalized with your name (or anyone else's, for that matter).

ROTH STUDIOS

4816 Stassen Ave., Dept. CC-10, Maywood, Calif.
SWEATSHIRT \$5.00
CATALOG50

CC shops



PLAQUE HOLDER

Mounts permanently to package tray. Holds with vise-like grip; plaque can be removed. Set screw tightens. \$4.95. Victory Speed 'N Auto Supply, Department CC, 10531 Victory Boulevard, North Hollywood, California.



"G-METER"

Aircraft-type; analyzes auto performance by measuring road HP at rear wheels. Also checks brake efficiency. \$9.95 ppd. M&H Instrument Company, Dept. CC, Box 857, Balboa, California.

CATALOG

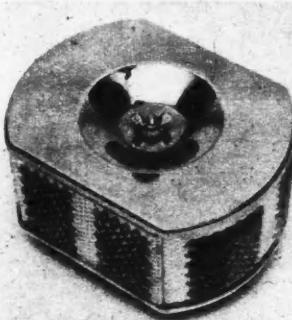
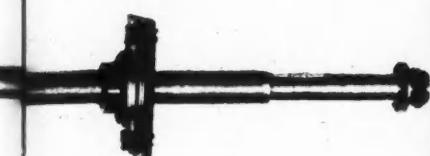
Everything for your car - speed, power and customizing equipment are shown on the pages of this new catalog. 25¢. Midwest Auto Specialties, Dept. CC, 13907 Miles Ave., Cleveland, Ohio.



CAR CRAFT

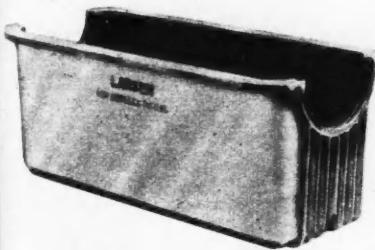
LIVE AXLE

Complete with Fafnir self-aligning flanges & bearings, mounting plates, with or without brakes. With: \$32.50. Without brake: \$22.50. FOB. Flexo Products Co., Dept. CC, 5180 Venice Blvd., Los Angeles, California.



BADGER BEAUTY

Heavily chromed air cleaner that is available for all popular cars. An aluminum mesh is used. Tri-Power set can be obtained. \$10.63. Bohn's of California, 8521 E. Frandsen St., Dept. CC, San Gabriel, Calif.



RACING OIL PAN

For competition Chrysler mills: 10 quart aluminum oil pan, flat bottom, assists in eliminating overheated oil. \$72.50. Denny Larsen Automotive, Department CC, 603 North Fairfax Avenue, Los Angeles 46, California.

OCTOBER, 1960

NEW Ansen HYDRO POSI-SHIFT

For All Hydro Units—Power Glide—Ford-O-Matic



Designed with same engineering know-how found in famous POSI-SHIFT KIT! Eliminates column linkage and puts Hydro Selector on floor. ALL Parts GUARANTEED Against Wearing or Breakage. Complete price (no extras needed) \$49.95 ea. plus \$3.00 Excise Tax.

Ansen POSI-SHIFT

STICK SHIFT CONVERSION KIT

Over 100 different models—for all cars. Uses tried-and-proven "H" Pattern. Accept no substitute and do not let price deceive you. Over 23,500 units NOW IN USE. All parts in our unit are NEW, hardened, plated and GUARANTEED against wearing or breakage. You receive a complete unit—NO EXTRAS needed to install. Deluxe (Spring-loaded) Model—\$49.95 ea. plus \$3.00 Excise Tax. Deluxe selector Model (for selector-type trans. only)—\$49.95 ea. plus \$3.00 Excise Tax. Standard (Economy) Model—not spring loaded—\$32.95 ea. Excise Tax included.



Do It Yourself Model

The Only Approved Conversion Kit

DEPT. CC-10

Send to ANSEN AUTOMOTIVE, 8317 So. Normandie Ave., Los Angeles 44, Calif. PL 2-4178 or WRITE TO DEALERS LISTED FOR LITERATURE.

SERVICE CENTER

15729 S. Atlantic Ave. • Compton, Calif. Box 565, Route 1 • Metuchen, N.J. 955 Howard Avenue • New Orleans, La. Phone: NE 5-6368 Phone: LI 8-4110

DON'S SPEED SHOP

1555 Howard Avenue • New Orleans, La. Phone: MA 7643

CASH AUTO PARTS

1640 Market St. • San Francisco, Calif. 2207 East Admiral • Tulsa, Okla. Phone: KL 2-2582 Phone: LU 4-0943

BAILEY BATTERY

2206 W. Walnut St. • Milwaukee 5, Wisc. Phone: DI 2-0270

HOWARD AUTO PARTS

955 Howard Avenue • New Orleans, La. Phone: MA 7643

MIDWEST SPEED & POWER EQUIP.

2206 W. Walnut St. • Milwaukee 5, Wisc. Phone: DI 2-0270

SEE THESE FABULOUS AWARD WINNERS the custom cars of the year

Now the annual that tops anything we've ever put on the newsstands. If you want a look at the finest new ideas in customizing and bodywork, this book is for you.

75c
at your newsstand today

OR USE THIS COUPON AND ORDER DIRECT

TREND BOOKS

5050 HOLLYWOOD BLVD.
LOS ANGELES 20, CALIF.

Here's my \$5 to cover all mail and handling charges; please send me my copy of 1961 CUSTOM CARS ANNUAL. TB-197 CC-1060

NAME _____ (please print)

ADDRESS _____

CITY _____ ZONE _____ STATE _____



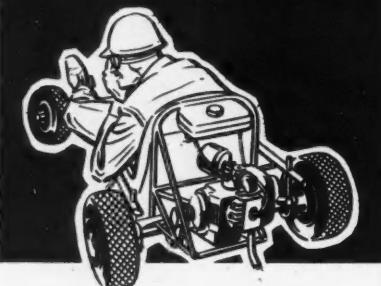
**FINEST CLUB PLAQUES
IN THE NATION**
**CUSTOM DESIGNED FOR
YOUR CLUB!**

- Heavy, 3-D aluminum or brass castings.
- Many stock designs for individual orders.
- Complete service, polishing, painting, drilling, mounts.
- Free literature.

SEND 25¢ TODAY
For complete catalog on Emblems,
Jackets, Decals, Plaques, Novelties
—including information on how to
start your club.

Stylized E **EMBLEM
COMPANY**
1072-C No. Wilton Pl., Hollywood 38, Calif.

In Carts,
AS IN
QUARTER MIDGETS,



Continental AII75 Racing
Engine. Other models
from 7 to 12 cu. in.
displacement.

Today, as for almost 60 years, the Continental name stands for the last word in rugged reliability. For the extra UMPH that spells the difference between a winner and just another entry, power with Continental Red Seal.



Send \$1.50 (check or money order—
no stamps or cash) for this 36-page
"Modifying the Connie" reprint
from Car Craft.

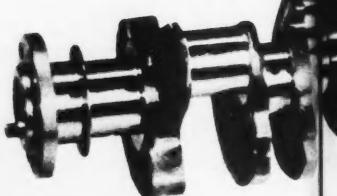
Continental Motors Corporation

AIR-COOLED INDUSTRIAL ENGINE DIVISION

12800 KERCHEVAL AVENUE • DETROIT 15, MICHIGAN

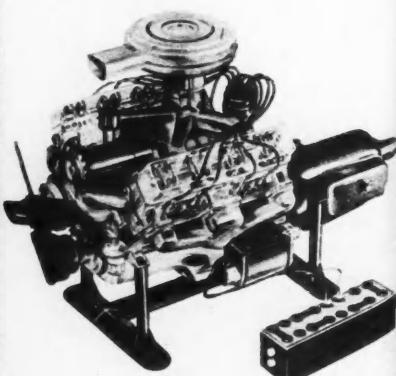
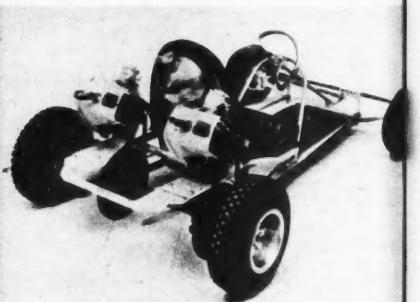


CC shops



COLLECTOR BOX

Designed for street or strip; has maximum exhaust scavenging. Polished aluminum cover removes for drags. Heavy duty construction. \$29.95 FOB, California Equipment Co., Dept. CC, 104 W. 36th St., Seattle 7, Wash.



VISIBLE V-8

$\frac{1}{8}$ scale model of V-8 engine. Over 200 moving components. Everything clear plastic on exterior. \$12.95, ppd. Auto World Enterprises, Dept. CC, Box 961, Scranton, Pennsylvania.

GUARANTEED CRANKS

120 Day guarantee against breaking and indefinitely against peeling. Choose your crank from long list; ground many Indy winning cranks and will stand behind yours. Crankshaft Company, Department CC, 1422 South Main Street, Los Angeles, California.

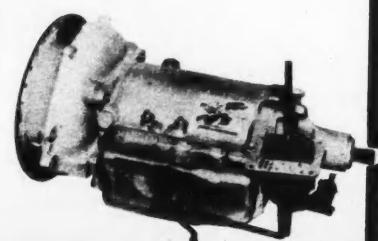


CAL KART

A complete line-up of karts with all popular engine options available. Excess weight is removed and kart comes with upholstery, Bonanza Yellow paint. California Kart Manufacturers, Dept. CC, 24 Barnard, San Jose 12, California.

POSI-SHIFT CONVERSION

Designed for all hydro units, Power-glide and Fordo transmissions. No extras to buy—complete. Everything new and guaranteed. Convert to stick shift \$49.95. Ansen Automotive, Dept. CC, 6317 S. Normandie Avenue, Los Angeles 44, California.

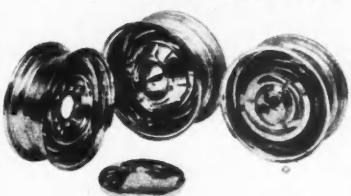


"A CARTFULL OF NEW IDEAS" . . . that's MOSS. Setting the trend with their 'Indy' Space Frame—Forward Driver Weight—Low Profile Engines—read about it in Moss' colorful catalog. (send 25¢) to MOSS ENGINEERING, 405 E. Beach, CC-10, Inglewood, California. Keep up-to-date with MOSS "Products for Racing"

REVERSED CHROMED WHEELS

The ultimate rod or custom touch!

14- or 15-inch stock wheels are entirely disassembled for heavy chrome plating, thoroughly buffed, accurately aligned and reassembled to stock or reverse by riveting or welding . . .



RIVETED (EACH) \$22.50 EXCHANGE

WELDED (EACH) \$24.75 EXCHANGE

FULLY GUARANTEED

F.O.B. GARDENA, CALIFORNIA

APPLIANCE PLATING CO., Dept. C-10 • 1719 W. Rosecrans, Gardena, Calif.

PIKES PEAK

HOT ROD

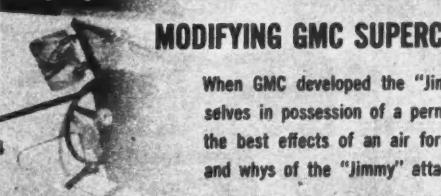


WHAT HAPPENS WHEN YOU DROP A HUSKY V8 ENGINE IN A NEW VALIANT?

These compact bombs have surprised more than one American motorist. Drop a power-packed V8 "energizer" into the picture and, brother, hold on to your hat...here's antelope acceleration that behaves like King Arthur's charger.

MODIFYING GMC SUPERCHARGERS FOR COMPETITION

When GMC developed the "Jimmy" series, rod enthusiasts found themselves in possession of a pernicious bat that for sheer "go power" rivals the best effects of an air force afterburner. Don't miss the how, what and whys of the "Jimmy" attachment.



You'll find all this and more in the November issue of HOT ROD MAGAZINE. Pick up a copy at your newsstand OCTOBER 28th.

IF IT'S ROD NEWS, YOU'LL FIND IT IN HOT ROD

Have Your Fun and Earn Big Pay, too

Learn Auto Mechanics at Home in Spare Time

Tie this for opportunity! Right now, America needs 100,000 newly-trained mechanics. By 1967 when 90 million vehicles will be on the roads America will be short 600,000 mechanicals. Many earn up to \$3.00 an hour. Learn this well-paid, secure trade at home. CTI shop-method is easy, fast, sure. Mail coupon for free new Catalog and Lesson Sample. Act today.



Diesel or Body-Fender Rebuilding Instructions

You learn Tune-Up; Overhaul; Electric, Cooling & Lubricating systems; Power Brakes; Power Steering; Clutches; Automatic Transmissions; etc. You also get Diesel Mechanics or Body-Fender Rebuilding training at no extra cost.

Train by Practicing with Tune-Up Kit & Tools

(Included with training)



CTI sends you professional mechanic's Tools and Tune-Up Kit. Instruments include a Compression Tester, Vacuum Gauge and Fuel Pump Tester, Ignition Timing Light; in portable steel case.

MANY STUDENTS EARN CASH as they train. They fix cars on their own, or work in local shops. Get all the facts free. Mail coupon now. You can decide later.

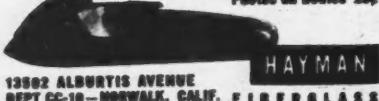
COMMERCIAL TRADES INSTITUTE
1400 Greenwood Avenue Chicago 26, Illinois
Send free book, *Make Big Money in Auto Mechanics.*

Name _____ Age _____
Address _____
City _____ Zone _____ State _____

NEW 500 ROADSTER BODY

Plans Now to Build a Quarter Midget - \$1.00

Photos on Bodies 25¢



13882 ALBURTIS AVENUE DEPT. CC-10 - NORWALK, CALIF. FIBERGLASS

1932 Ford COUPE



The "DEUCE"
AMT
3 in 1
CUSTOM
MODEL

The famous old "Deuce", a model that you can build and customize three different ways, or build stock.
#132 Deuce Roadster or:
#232 Deuce Coupe

\$1.49
plus 25¢
packing

HAUL YOUR DEUCE AROUND
ON A NEW PICKUP!



\$2.00
plus 25¢
packing

By AMT
LENGTH 18" WITH TRAILER

Two great pickups, complete with trailers, all the customizing equipment, plus hooded up engines, loads of chromed parts, and lots of decals.

FORD F-100 or CHEVY APACHE

MODEL CAR
HEADQUARTERS
Money-Back Guarantee

AUTO WORLD
ENTERPRISES

Box 961, SCRANTON, PA.

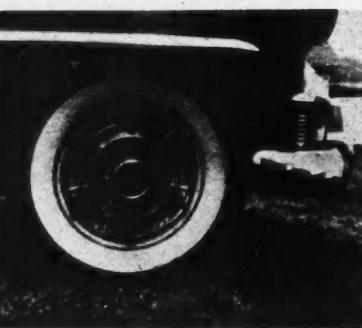
NEW!
1960 CATALOG
Lists ALL AMT
Cars - Hundreds
of Others!
Send 25¢ Today!

LETTERS

ANOTHER CAP CONCEPT

Dear Sir:

I have been a reader of your magazine for several years, and enjoy it very much. In your April issue you showed how to put '56 Ford taillight lenses on a '59 Ford cap. I am send-



ing a photo of my hubcaps. They are 1957 Buick caps with six 1955 Olds Fiesta flipper blades and 1956 Ford taillight lenses. I thought your readers would be interested in this.

- Verlon Bence
Dill City, Okla.

We're sure they are. The discs are very nice and show ingenuity and workmanship.—Ed.

NEW KART CLUB

Dear Sir:

We have formed a Kart club centering in the Hudson Valley area, although we are only two months old we have fifty avid karting members. We love the sport and want to keep it going.

Eventually we plan to have our own track, right now we are interested in new and active members.

Anyone interested in our club can write to me at:

The Kart Wheelers
P. O. Box 155
Clintondale, N. Y.
— R. Orphan

Letters, anyone? — Ed.

CUSTOM MODEL CLUB

Dear Sir:

I am writing you in hopes that you will print this letter in your "Letters" section for your readers to notice.

I am president of a growing model car club, called CUSTOMETTES.

We would like to have more members. If anyone would like to join our club, here is what they can expect from it:

- 1) A monthly club newspaper.
- 2) A "classified ad" section for members to buy, or sell models.
- 3) Possible discounts on models and custom material.
- 4) PLUS many other club benefits and advantages.

Anyone interested should write to me and ask for CUSTOMETTES Information Sheet #2. This will give them full details. Thank you very much for your cooperation.

- Ronald Oetting
4603 Euclid Avenue
Fort Wayne, Indiana

We will always try to help new clubs.—Ed.

'MODEL SHOW'

Dear Sir:

Enclosed are a few pictures of what we think is the only model car show ever held. There were about fifty-eight cars in the show. The cars were made by the members of the Gear Grinders Model Car Club. All the cars in the show are put out by the AMT Corporation. We would like to see the pictures of the show



in your magazine if possible. Our ages range from 13 to 16.

- Bart Wallace, Sec.
Gear Grinders
Woodbury, New Jersey

To our knowledge, your statement is true.—Ed.

'REV MASTER MERC'

Dear Sir:

Enclosed is a picture of my '51 Merc convertible. It is not a wild custom but I am very proud of it. I bought the Merc for \$40.00 and did the work myself. It is nosed and

decked, the headlights are frenched, and a '54 Chev grille with more teeth is added. The car has been lowered 5" in the front and 3" in the rear. It has full length lake plugs and '57 Dodge Lancer wheel discs.



The Merc is powered by a '56 Olds with cam and 4 two-throats. The trans is Merc with Corvette side shift and 4.11 gear ratio. I am a member of the Rev Masters, of New Brighton, Pa.

I would like very much to see my car in your magazine. I have read it for many years.

—James Smith
Beaver Falls, Pa.

Always happy to oblige faithful readers, too.—Ed.

'GIRLS . . . AH, YES'

Dear Sir:

Here is something I am more proud of than a car. This is my girl, Madge. She seems interested in cars and is willing to learn about engines. It's a good thing to get the girls on our side.

I don't see how a guy could do anything right if he didn't have a girl around to get in his way. You couldn't get anything to run right if she didn't ask all kinds of questions and take apart what you've been trying to put together. If she gets in your way too much, you can always



set her down and put a CAR CRAFT magazine in her hands. We both enjoy your mag.

—Paul Kerns
Dayton, Ohio

I'm hip.—Ed.

OCTOBER, 1960

AGAIN IN THE WINNERS CIRCLE

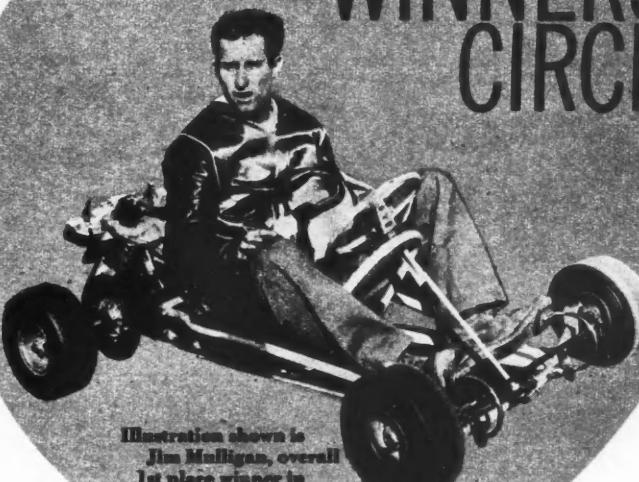


Illustration shown is
Jim Malligan, overall
1st place winner in
"B" stock, driving the
sensational Stinger.

Bug engineering, with quality control, engineering perfection, and selective workmanship, has again proven at the G.K.C.A. Nationals held July 10, 11, and 12th, in Azusa, California, that Bug still stands as one of the top leaders in the karting field.

Send 25¢ (for handling) for complete information on all Bug Karts

Bug engineering 330 So. Irwindale CC10, Azusa, California

CAD CART • COOL CART • BUG • STINGER

Joe Kizis PRESENTS

3rd ANNUAL SPRINGFIELD
AUTORAMA All New Show!
DIRECTED BY BOB BUELER

- OVER 300 SELECTED AUTOMOTIVE MANUFACTURERS.
- CLASSIC AUTOMOBILES, FAMOUS CARS, DRAG RACE, DRAG RACE SHOW, INDY CART, MOTORCYCLES, SPORTS CARS, SUPER EQUIPMENT & ACCESSORIES.
- AUTORAMA THREATENING EXHIBITION PROGRAM OF INTERNATIONAL TRUCK & ROAD RACES (DRAG & CONCESSION).
- INFORMATIONAL & EDUCATIONAL - SOMETHING FOR EVERY MEMBER OF THE FAMILY.
- DRIVE-IN - TORONTO AUTO SHOW
- SEE AND DRIVE THE LATEST AMERICAN AND IMPORTED MOTOR CARS.

INDUSTRIAL ARTS BLDG

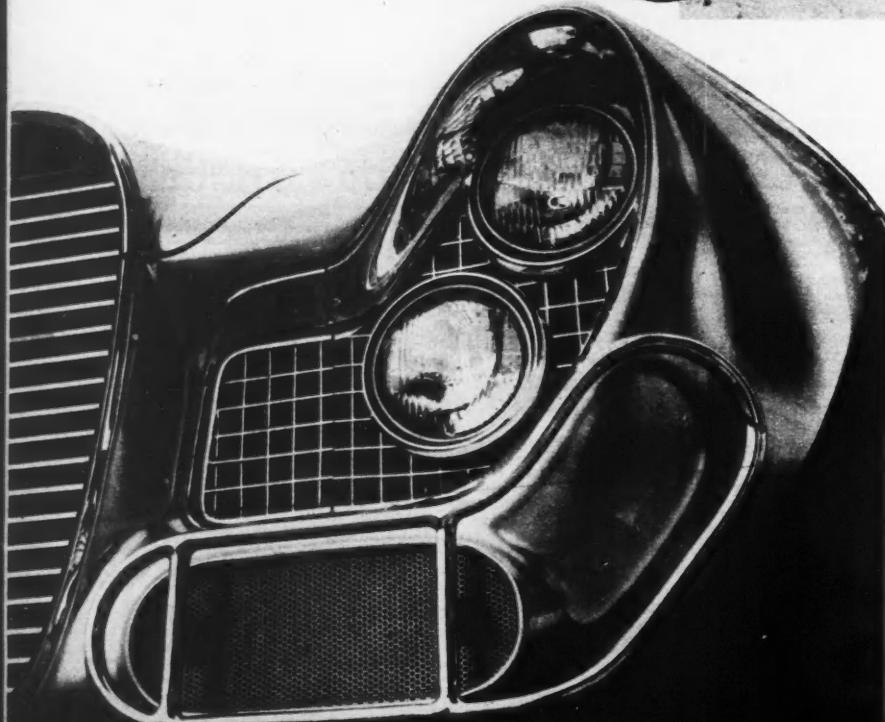
EXPOSITION PARK

SPRINGFIELD MASS.
1-11 PM

OCT. 19-23

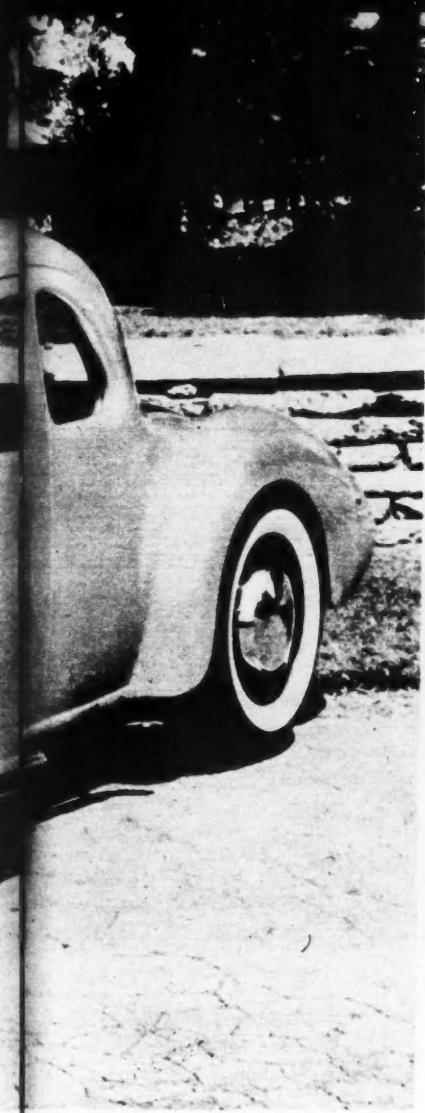
APPLY NOW... FOR CAR SHOW-ROOM SPACE-PROGRAM ADVERTISING-EXHIBIT AUTORAMA - 2 MEADOW PARK DR., MILFORD, CONN. TRINITY 4-5718

"MARK I MIST"

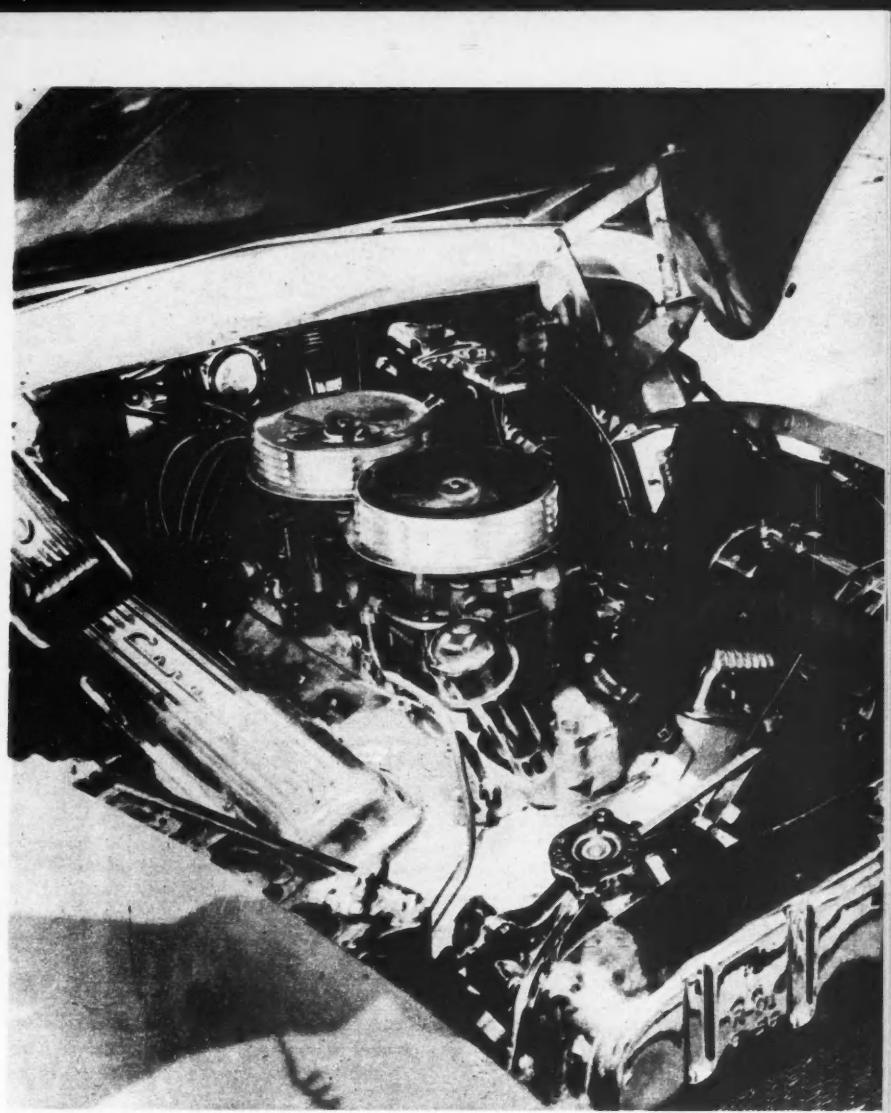


Above. Without a doubt the custom coupe portrayed on these pages is one of the finest cars to appear in ages. Following 2 years of artful restyling, the \$50 '36 Ford coupe left in Joe Wilhelm's care emerged a real winner. The San Jose customizer sectioned the coupe 4", channeled another 6". Proud owner of this choice machine is Richie Feliz.

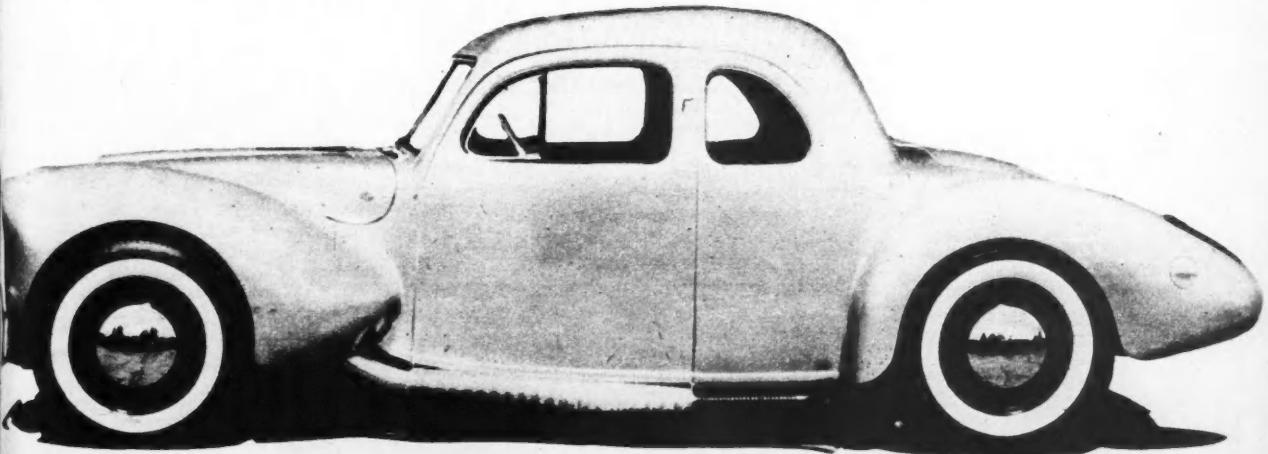
Left. Reworked front fenders came from a '40 Ford, were altered to take a pair of '59 Lincoln lights. Custom nerf bar protects handmade oval grilles. Mesh makes up centerpieces. Center grille frame is Edsel, horizontal bars made from bar stock then chromed. The hood features concave scoop aft of grille.

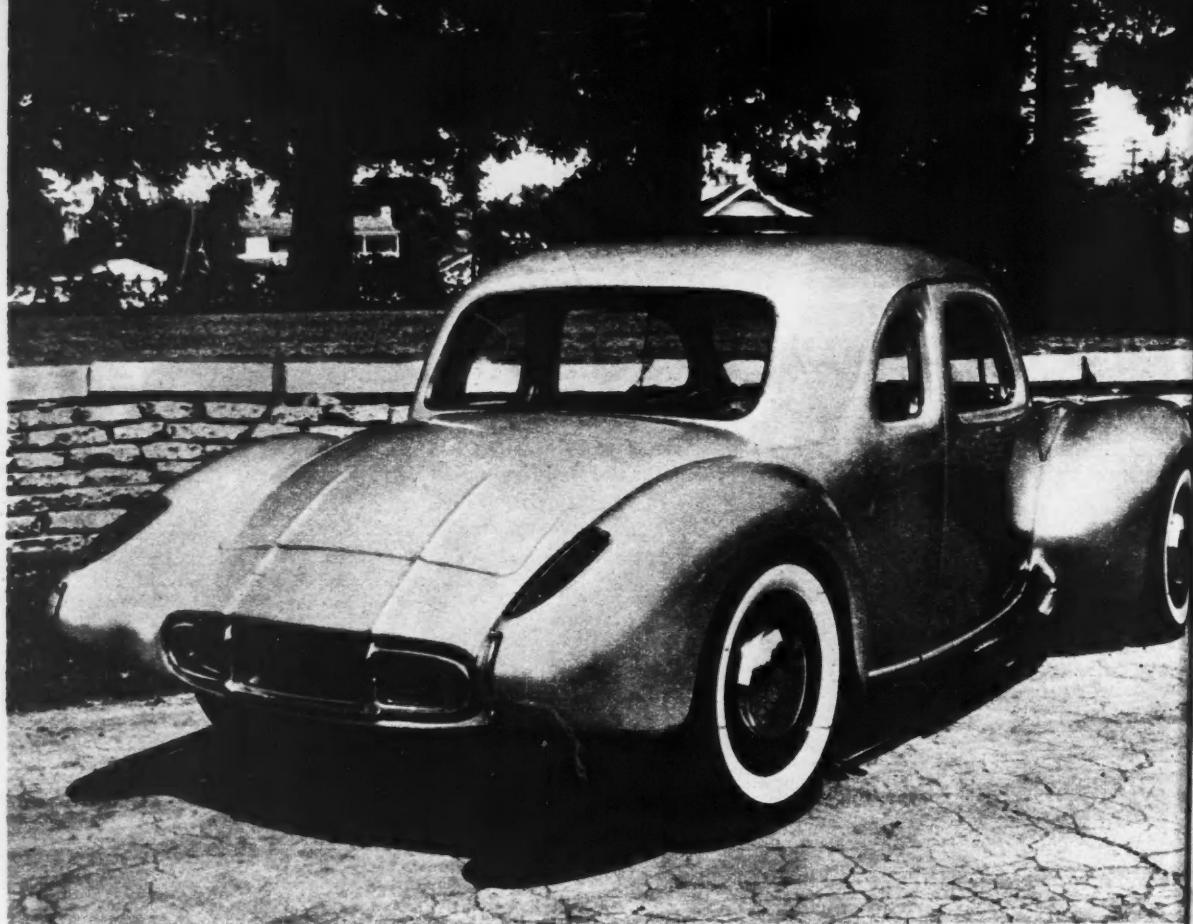


Below, Lowness of Feliz' coupe is apparent by level of hood line. Body line, handles were removed. Hinges were replaced with other units, now inside.



Providing power for the Mark I Mist is a mildly reworked '57 Corvette mill. Heads have been ported, polished, while twin four-barrels take care of the intake side. Other changes are headers and the addition of much chrome. Frame is stock '36 Ford, dropped axle used up front, brakes taken from a '40 Ford. Steering is '48.





"MARK I MIST"

Wilhelm painted the coupe a beautiful Blue Ice lacquer, providing pleasing background for many custom features. Windshield, rear window were changed to larger units.

Rear grille features similar fine mesh screen, contains inverted '49 Chev license bracket, nerf bars. Rear fenders are of two '38 Chev fenders each, sport louvers, nerf bars.



Right photos. Much modified '40 front fenders altered to take '59 Lincoln quad-grille combo. Lower grille formed from round rod designed to take nerf. San Jose, Calif., has been noted for years as the birthplace of some of our finest customs, and from latest reports, the Mark I Mist is due back in Wilhelm's Custom Automobile shop for a complete new chassis installation. '57 Chevy trans is used with a Corvette floor stick.

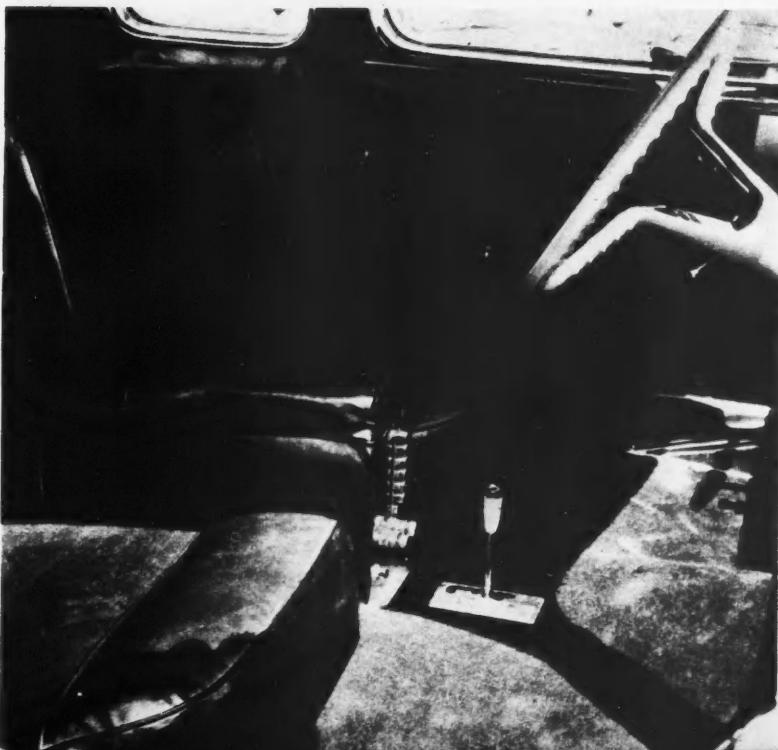


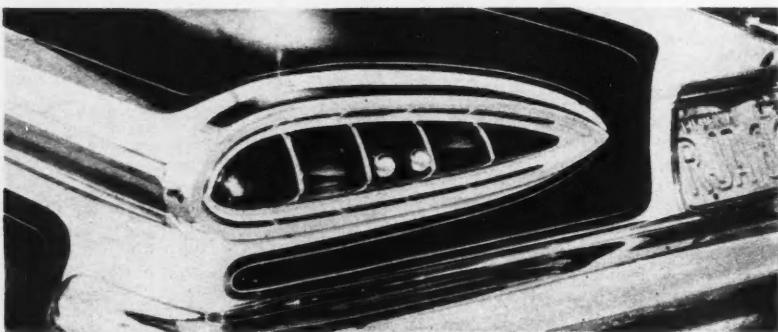
Custom dash panel features Stewart-Warner gauges, tach and speedometer. Panel has been machine turned, adds contrast to dark interior. '60 Olds provided attractive steering wheel. Single swinging pedal is for hydros. When the car is revamped, steering, mechanical features will all be electronically controlled, in keeping with the trend.



Photos by Frank Faraone

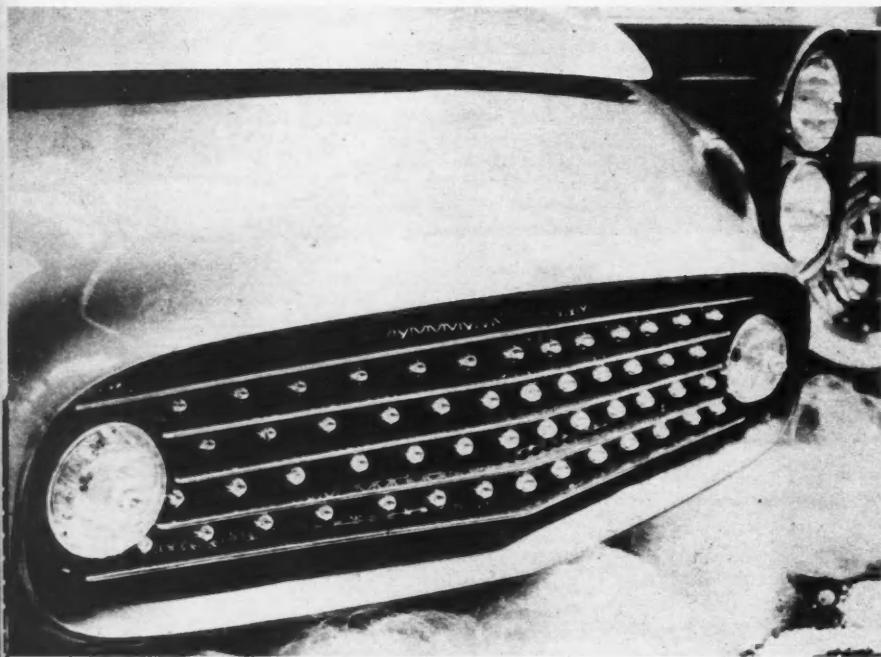
The only job farmed out went to the Fremont Upholstery Shop, Fremont, Cal. A very sedate interior was designed there in black Naugahyde and Mohair. MG-A seats were selected for the Mark I Mist. Note the radio mounted in the center arm rest. In summation, we can only say Richie Feliz possesses a fine show car, a tribute to Wilhelm's skill.



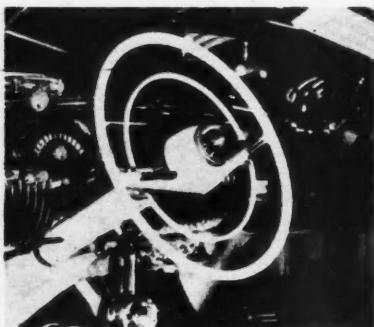


Give It Sparkle

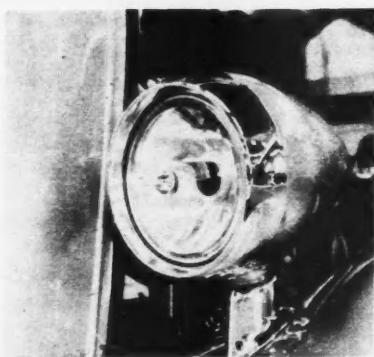
Handy bullets can be used as the main attraction or to draw attention to a custom feature



Upper photos. Stock '57 Chev taillight lens received an added bit of glamour with the addition of miniature chrome bullet trio. Less noticeable at first glance are the pair of bullets gracing the stock '59 Chev lens to the right. Extra treatment is designed to accent already clean lines of the lenses. Modification is inexpensive.

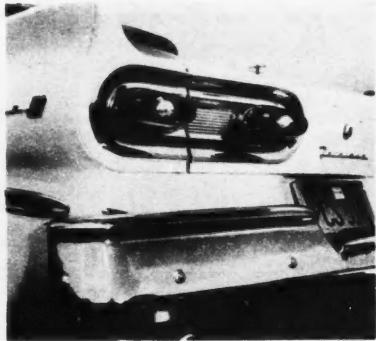


It was bound to happen sooner or later. One owner of a custom has finally put a chrome bullet atop his horn button.

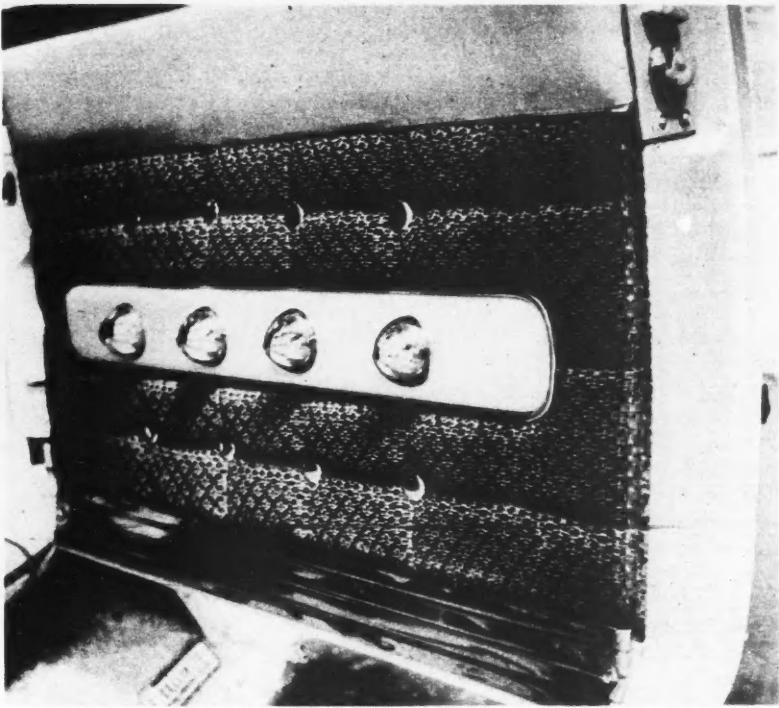


Above. Completely restyled T-Bird features beautiful grille layout. Thin horizontal chrome bars separate rows of small bullets, both mounted on perforated metal backing. Custom parking lights also mount single chrome bullet, as do quad lights.

Early model headlight mounts english Lucas lamp decorated with one of the popular chrome bullets now in vogue.



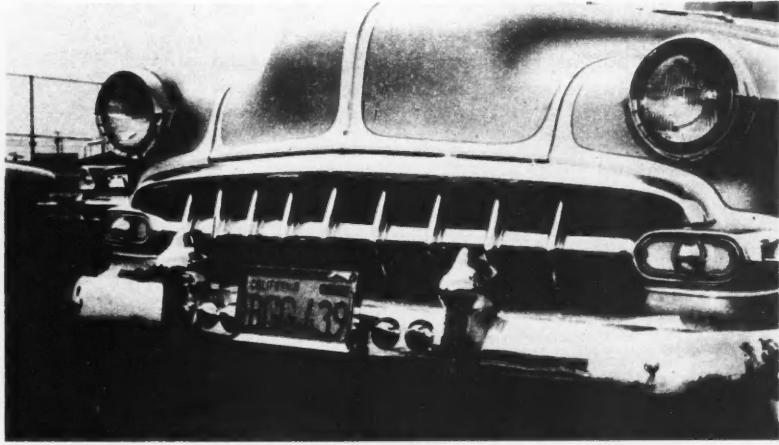
Above. Ford Fairlane, '58 vintage, with bullets added to lens centers are very eye-catching. Few places on today's restyled cars are unsuitable for the addition of small, sparkling trim pieces.



Contrasting panel features an array of chrome bullets, following theme of four chrome buttons above and below on the upholstered panel. Addition is attractive.



Custom hubcap above is ringed with the smaller chromed bullets while the larger unit covers the hub. Effect is quite startling and shows originality.



Center Right. Bumper guards on the '53 Chevs feature small bullet-like tips so this owner added twin pairs to the bumper, set in the parking lights.



Right. Large sheet of perforated plexiglass is covered with a multitude of chrome bullets set in a striking pattern.

Early this Spring CAR CRAFT featured a super-tuning article on the various engines available in the Ford, Mercury, Edsel and Lincoln automobiles. In the article we stressed the point that '58 and '59 Ford products were engineered to please the average new car buyer by producing exceptionally low rpm torque and comparatively high rates of economy. This left much to be desired by the performance minded automobile enthusiast. Fully aware of this situation, a factory high performance kit was produced and made available at a reasonable price for the 332, 352 and 430 cubic inch engines. The Interceptor camshaft assembly is part of this kit and can be easily installed by following the step-by-step contents of this article.

The 1958 and 1959 Interceptor camshaft is a comparatively mild racing grind capable of approximately 750 more engine rpm and a 25-30 horsepower increase. A similar kit was produced in 1960 that is interchangeable with the '58 and '59 units and which boasts a very desirable long duration camshaft which increases maximum engine revolutions by approximately 1500 rpm and 40-45 horsepower. This camshaft is recommended to be used in conjunction with a rear axle ratio of 4:11 or lower.

STEP #1

The installation of an Interceptor camshaft assembly must begin with removal of the stock camshaft.

The first step in removing the stock camshaft is to drain the cooling system and disconnect upper and lower radiator hoses. If the car is equipped with an automatic transmission, disconnect oil cooler lines at the radiator lower tank. Unfasten radiator from its support and remove it from the chassis. (Upon reassembly of the radiator system do not tighten the support bolts until after the oil cooler lines are connected).

STEP #2

Disconnect all lines from the fuel pump and if the car is equipped with power steering, disconnect pump bracket from water pump. Remove the distributor and water pump. Using a proper puller remove the vibration damper. Unfasten the oil pan and leave it loosely attached to the engine to prevent damage to the gasket upon removal of the front cover. Unfasten and remove front cover. In reassembly install a new front cover oil seal.

STEP #3

After removal of the front cover, crank engine until the timing mark located on the camshaft sprocket is adjacent to the timing mark on the crankshaft sprocket. Remove the camshaft sprocket cap screw and fuel pump eccentric located on the nose of the camshaft. Slide both sprockets and the timing chain forward and remove as a unit. Reverse foregoing procedure to install the chain being sure to align the timing marks as shown.

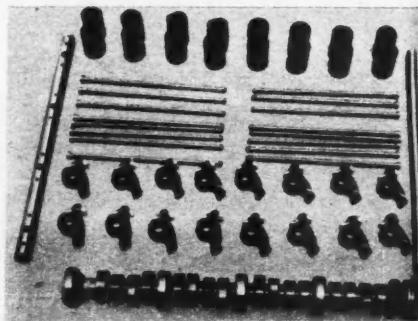
STEP #4

Remove air cleaner, throttle linkage and all manifold-to-cylinder head bolts lifting the intake manifold and carburetor as a unit. Remove exhaust manifolds, coil, and spark plugs. Unfasten rocker arm support bolts and remove rocker shaft assemblies. Remove cylinder head bolts and lift heads from block. The cylinder heads

"INTERCEPTOR CAM"

*Added Punch for Fords,
Merces, Edsels and Lincolns*

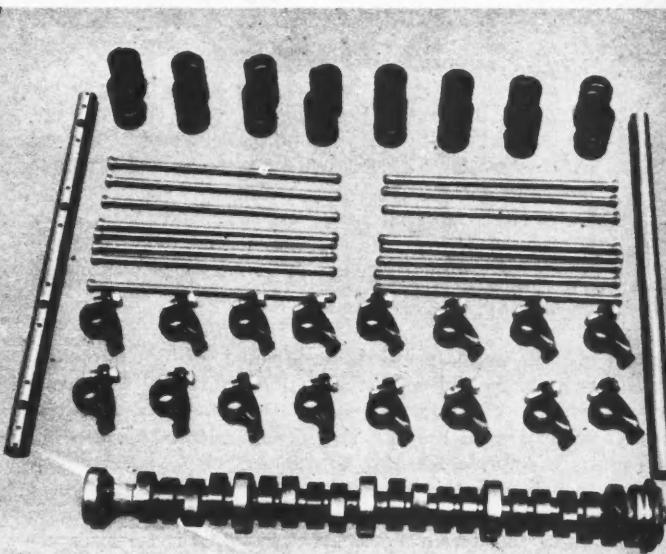
By John Geraghty



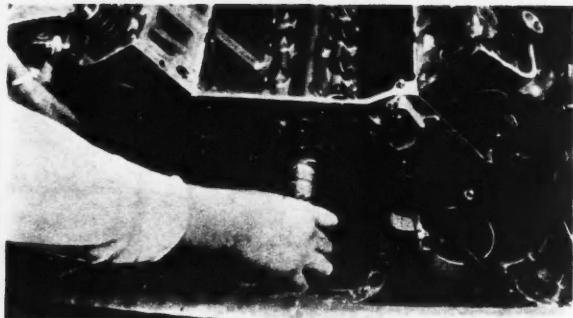
The interceptor camshaft comes complete with rockers, push rods, rocker shafts and springs. The kit is easily installed in any 332-352 cubic inch Ford, Mercury or Edsel engine. Lifters and baffle kit must be purchased separately.



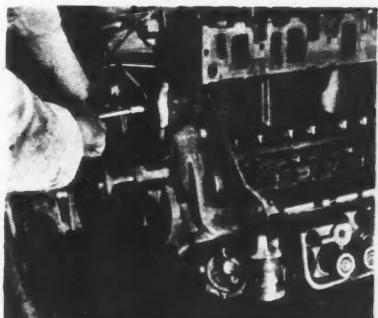
To prevent galling of the cam lobes and lifters, it is recommended that they be lubricated with a special graphite grease. It is available through speed shops, manufacturers.



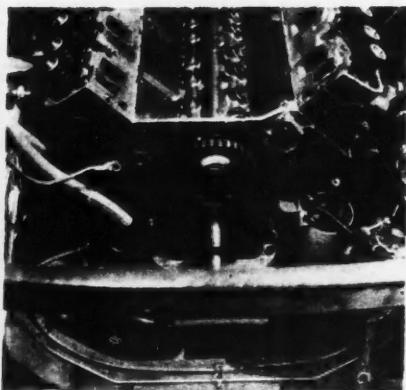
Photos by Al Palacy



In fitting the new Interceptor cam into your engine, carefully slide it through the 5 cam bearings. Care must be taken not to cut or mar the bearing surfaces with the edges of the cam lobes. The soft babbitt is easily damaged.



After installing the timing chain, the front cover and water pump assembly are replaced. Use of new gaskets is recommended. Tighten bolts evenly and securely to assure a proper seal between pump and cover and engine block.



In reassembling the timing chain unit, extra care should be taken that ignition timing marks on the cam shaft gear and on the crankshaft gear are lined up properly.



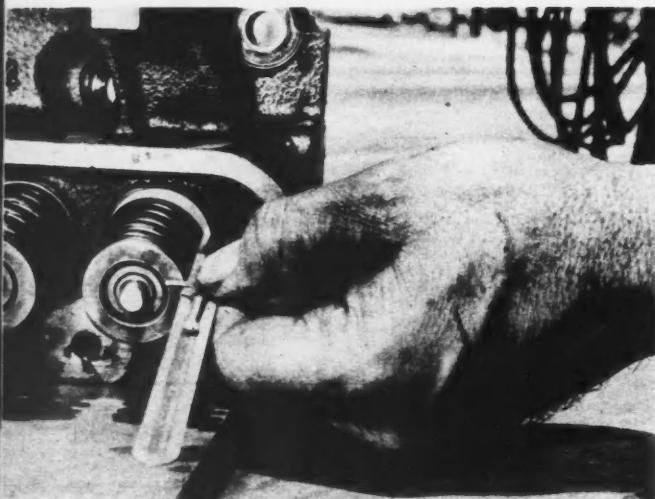
After removing the original valve spring, install the Interceptor components with a valve spring compressor. Do not damage neoprene oil seal upon reassembly however.

"INTERCEPTOR CAM"

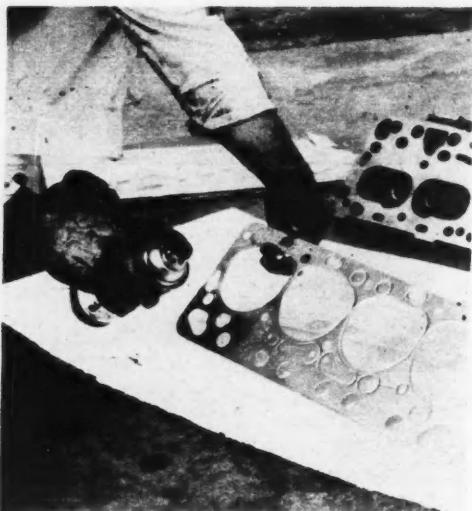
are removed to allow the valve springs to be replaced. There are several ways of replacing these springs without removing the cylinder heads, none of these are recommended. With reassembly of the cylinder heads the new gaskets should be sprayed with aluminum paint, all surfaces cleaned thoroughly and the cylinder head bolts tightened in a progressive manner, from the center out until a tension of 100 ft./lbs. is attained.

STEP #5

Assemble the rocker arm assembly to match the original unit. Using a suitable valve spring compressor remove the valve locks and sleeve, tapping the sleeve with a soft hammer if necessary. Remove the neoprene oil seal from the valve stem and release the pressure on the spring. Remove the compressor tool and lift off the retainer sleeve, retainer, spring and valve. Repeat for the remaining valves. Keep all valves and related parts in order so they may be installed in their respective positions. In reassembly care must be taken to insure proper alignment of the neoprene seal and to prevent the seal from being torn during assembly. A damaged seal will cause excessive oiling through the guides. The replacement springs must be set at a proper length in order to attain the exact spring pressure. Flat shims available at most auto parts houses can be placed beneath the spring to attain the necessary length. Reassembly of the engine will now complete the modification.



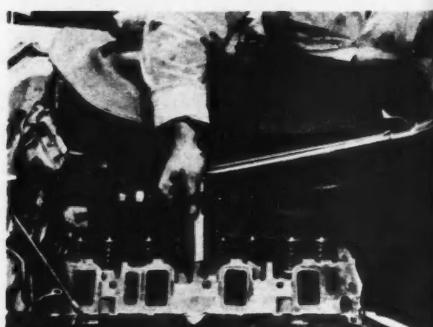
All valve assemblies installed in the heads, your next step is to check the spring lengths. All 332 and 352 inch engines should have a valve spring length of 1 1/4 inches. Maintaining a specific length will insure proper tensions.



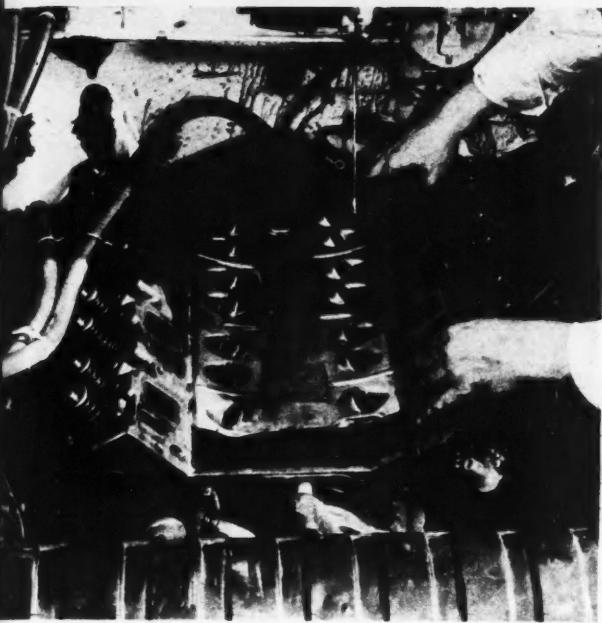
Before installing the cylinder heads, spray the head gaskets on both sides with aluminum paint. This may be accomplished simply and inexpensively by using a spray can.



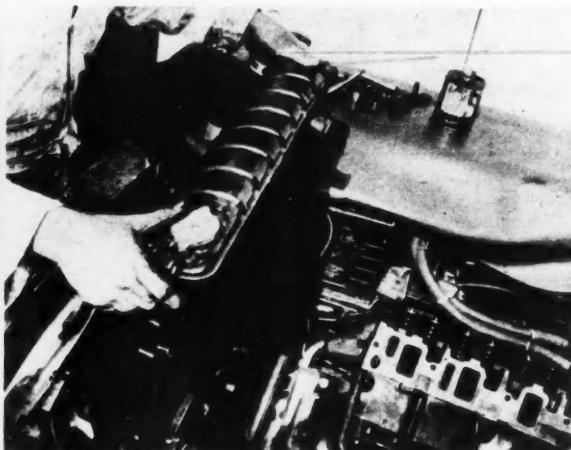
Following positioning of the painted head gaskets over the block dowel pins, replace the cylinder heads. Care should be taken not to scratch or mar the gasket surface.



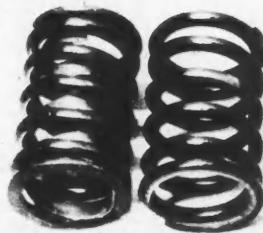
Working from the center out, progressively tighten the cylinder heads in place. Vary the tightening sequence until the desired tension of 100 foot pounds torque is reached.



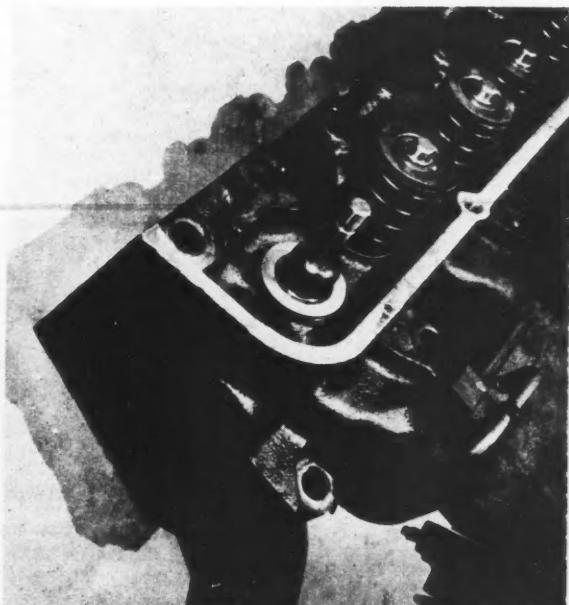
Install the new baffle plate in the valve alley to assure proper oil distribution. This baffle plate is stock on all 1959 models. Keep working area free from dirt, etc.



Radiator is replaced in the same manner as it was removed. Both automatic transmission oil cooling lines should be connected before bolting radiator to the frame brackets.



At left is the Interceptor valve spring which is equipped with an inner dampener spring to assure a higher possible R.P.M. range without incurring high speed valve float.



Valve spring spacers should be placed under the valve springs that need them to attain the proper spring length. They are available in various thicknesses at most stores.

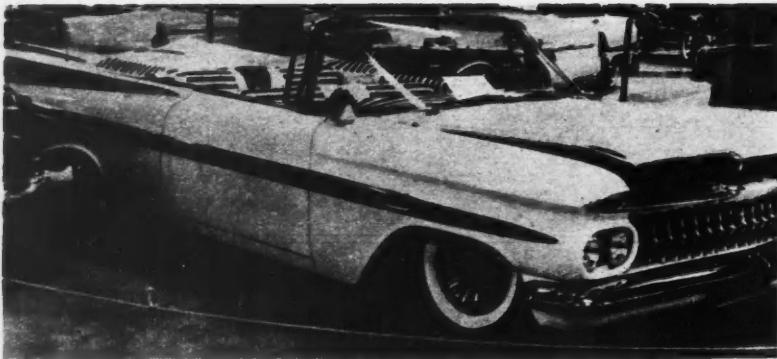


The Interceptor push rod is longer and lighter than the old unit because of the depth in the mechanical lifter. When assembling the valve train it is a good practice to back off all adjustments, lessening chances of bending the push rods.

"SHOW TIME USA"



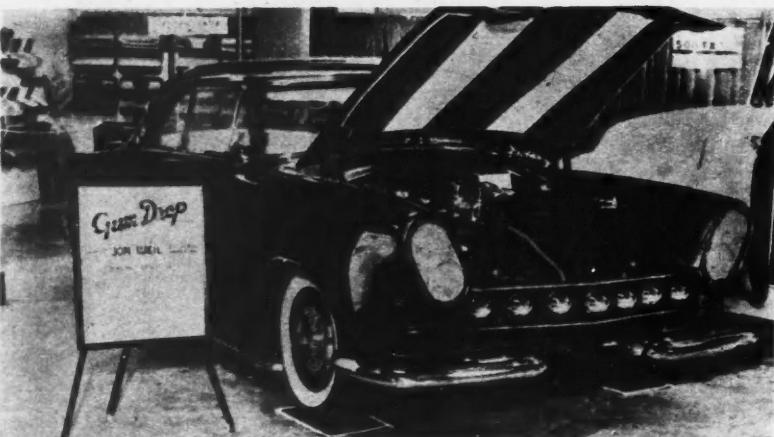
**Entries run from unique to spectacular
at Nebraska Motor Sports Auto Show**



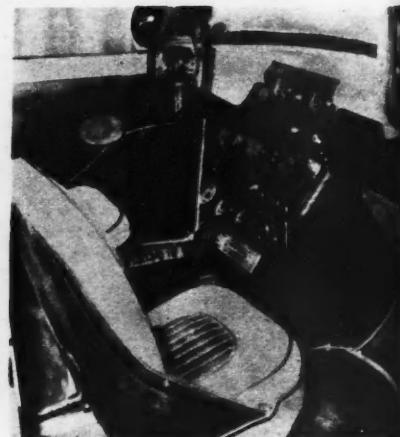
Low slung '59 Chev Impala convert belonging to Charles Dornacker, Blair, Neb., took first place in Custom Converts, Best Upholstery classes. Interior is solid pleats.



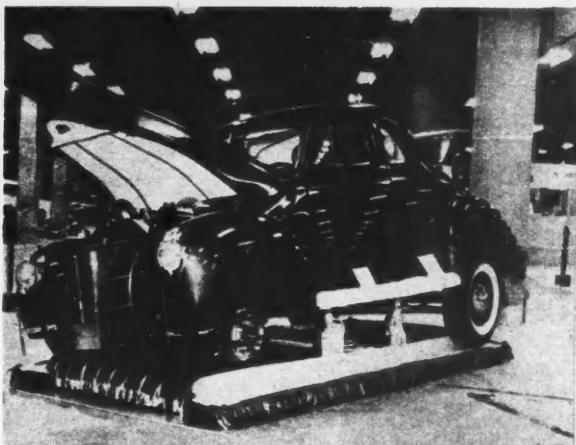
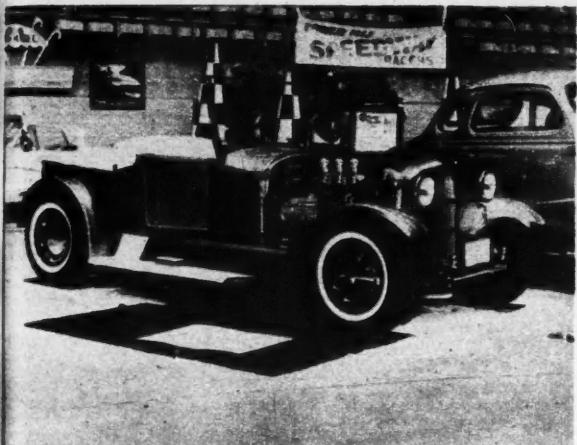
Nebraskan Peter Eggers built fins, recessed deck, added lites to his Ford.



John Weil's "Gum Drop," a '53 Ford running a '57 Olds engine was entered in Radical Custom class. Nebraska entry took 2nd place, has front-end work.



Cramer Bros., from Iowa, built Allison powered custom, run aircraft gauges.

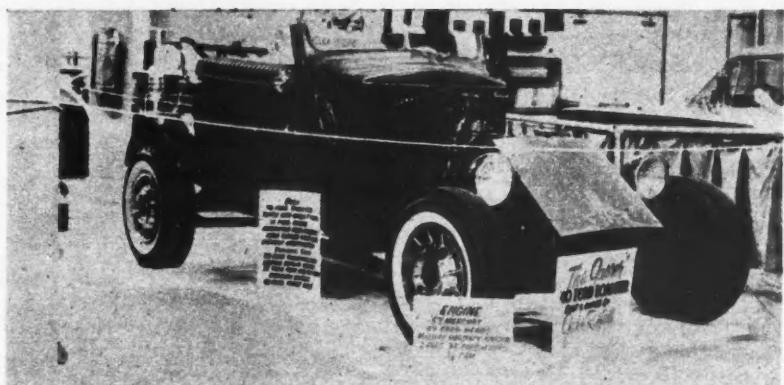


Above. Richard Meierheny, Omaha, Nebr., captured first place in Pickups with his sharp '27 "T". Rich built his car from ground up, runs healthy Dodge Ram engine, carries lots of chrome.

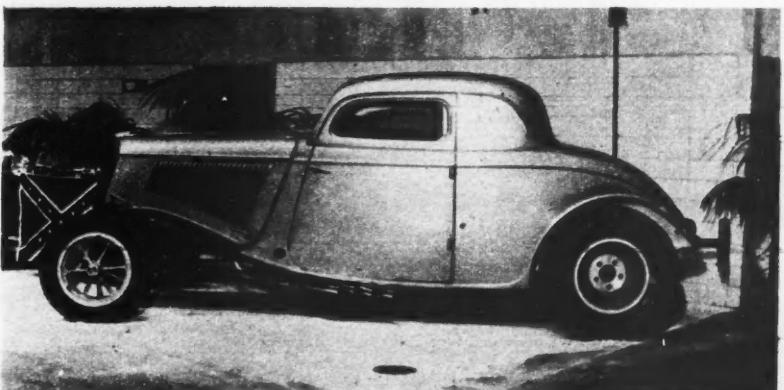
Upper right. Full-house Olds powers '40 Ford coupe owned by John Pierce, Omaha, Nebr. Immaculate machine placed first in Special Show Car class. The show had entries from six states.

Above right. Channeled '34 Ford with cut-away fenders was built by owner Wayne Peercy, Des Moines, Iowa. Engine is '54 Buick, grille from '32 Ford. The car took Wayne 2 years to build.

Right. A real gasser is "The Gasser," built by John Hall of Omaha. Chopped '40 Ford pickup cab rides on Model A rails, rearend is '35 Ford, engine '53 Merc, front-end '40 Ford. Real gone.

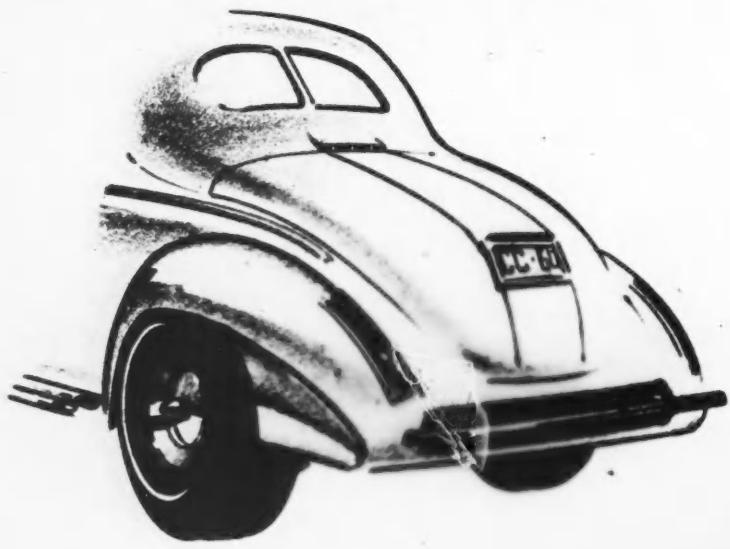


Immaculate channeled '34 coupe runs a fuel injected Olds, magnesium wheels, took first in street rod class. Owner Jerry Ross, Omaha, runs car at drags. Top has been chopped, $\frac{1}{4}$ windows filled.



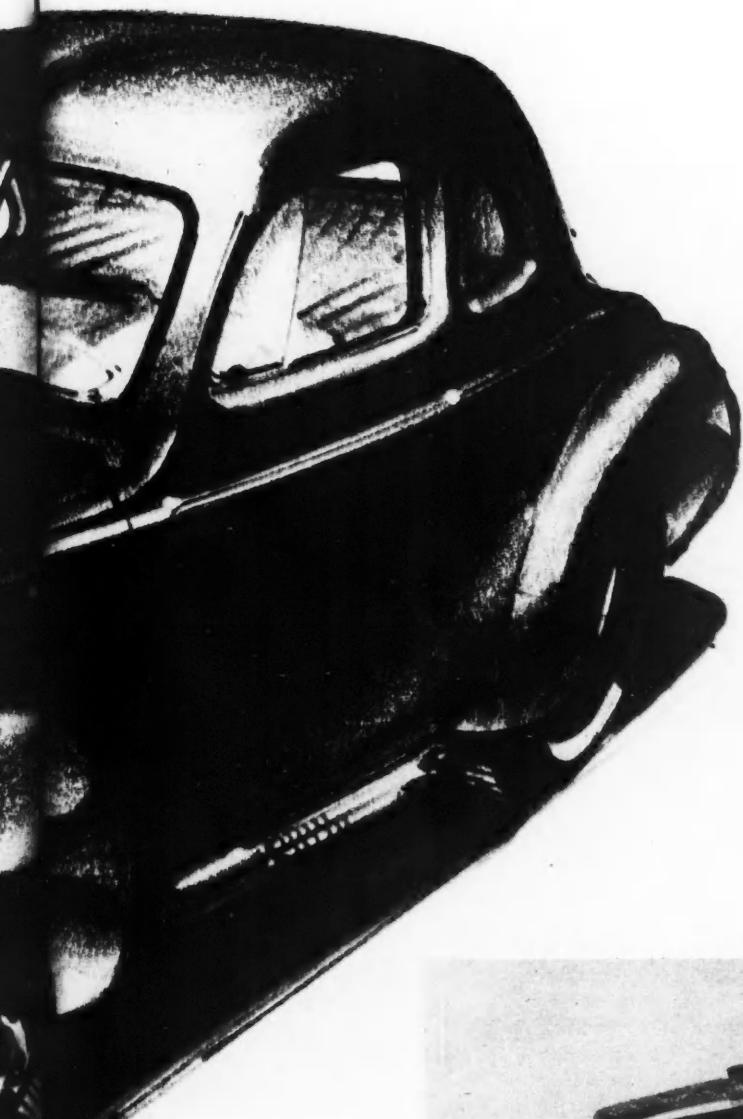
Photos by Bob Hegge

RESTYLING



from mild...

illustrations by larry evans

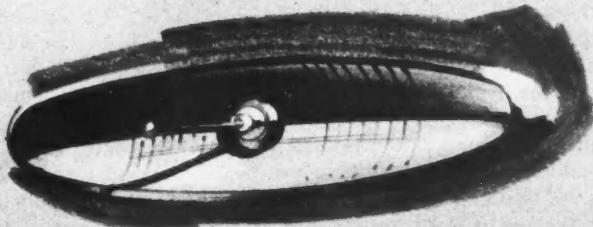


FEW AUTOMOBILES CARRY the nostalgia that the '40 Ford can convey. It was an immediate favorite when introduced and will remain at the top of the list for years to come. It is a perfect cross between a custom and a rod in respect to modifications; you can choose either route.

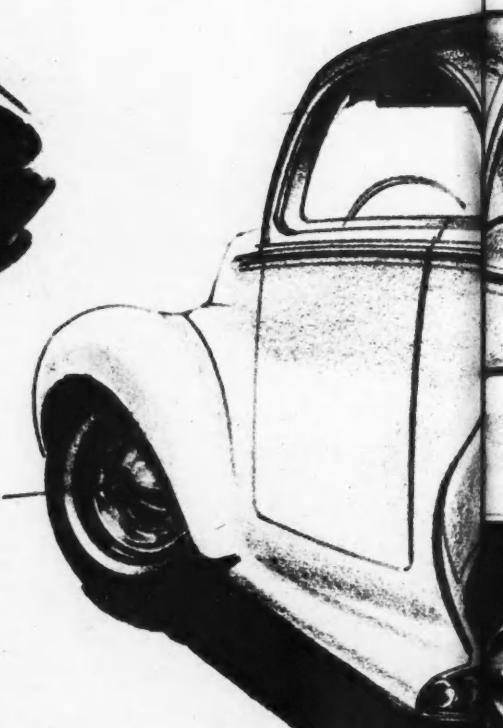
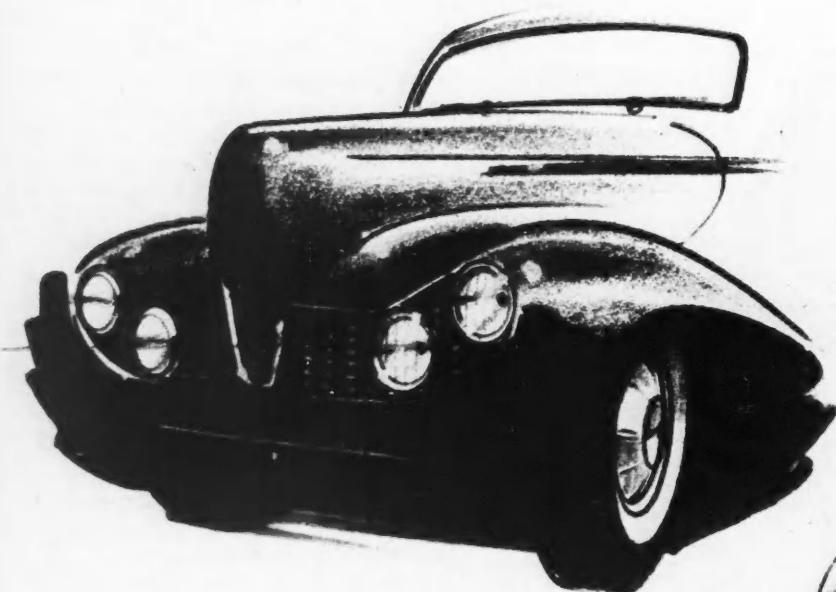
A mild version of the customized '40 Ford includes dual '60 Chevrolet pickup hood air scoops molded to the bottom of both front fenders. Horizontal antennas are installed in the center scoop screens. Canted quad headlights are frenched in. The rear portion of the fender is cut-away and a chromed metal plate is inserted into the sculptured opening. Dual exhaust pipes emanate from a flared panelling that is molded to the quarter panel and fills void left by removal of the runningboards.

The rear fenders are bobbed and rolled with handmade plastic tail-light lenses added flush to the fender surface. The rear wheel well is cut away similar to the front. An Impala roof scoop is added to the forward portion of the roof; the trunk features an identical piece of trim with raised ridges running length of the deck. License is centered between.

A push bar, integral with a rear end grille, highlights the rolled pan which is molded to the rear fenders for a unified appearance.



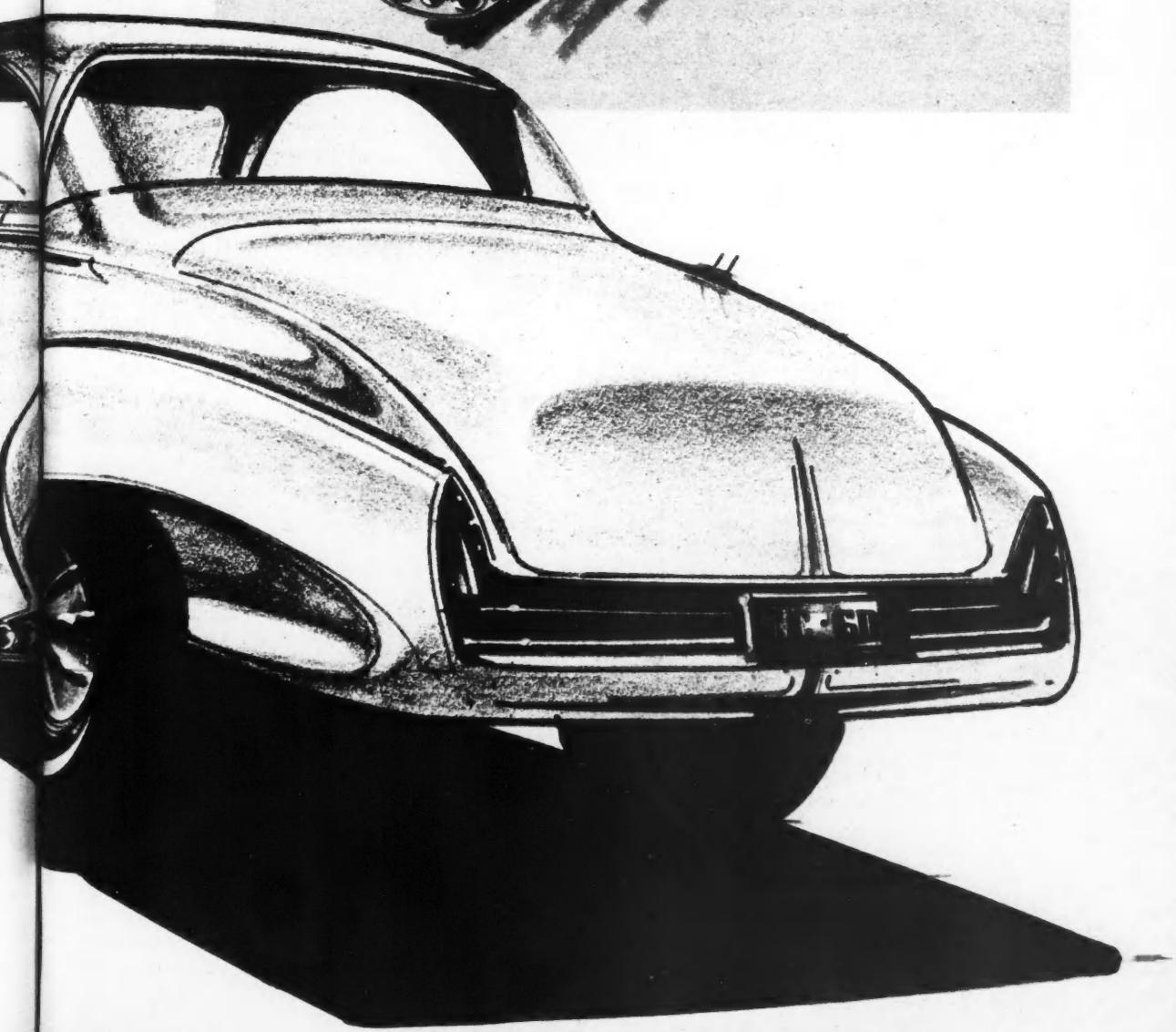
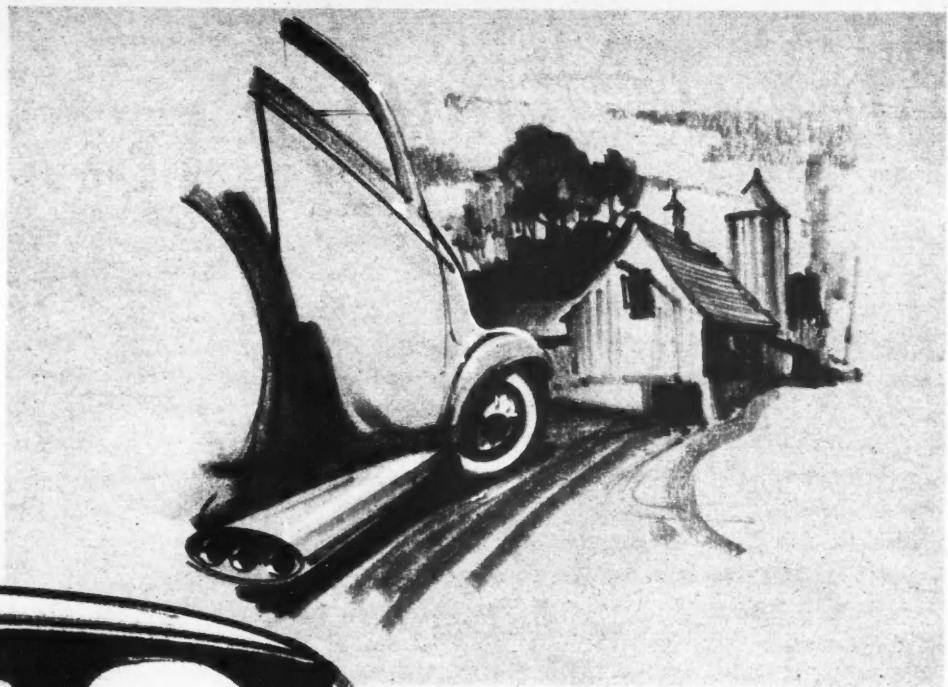
RESTYLING...to wild



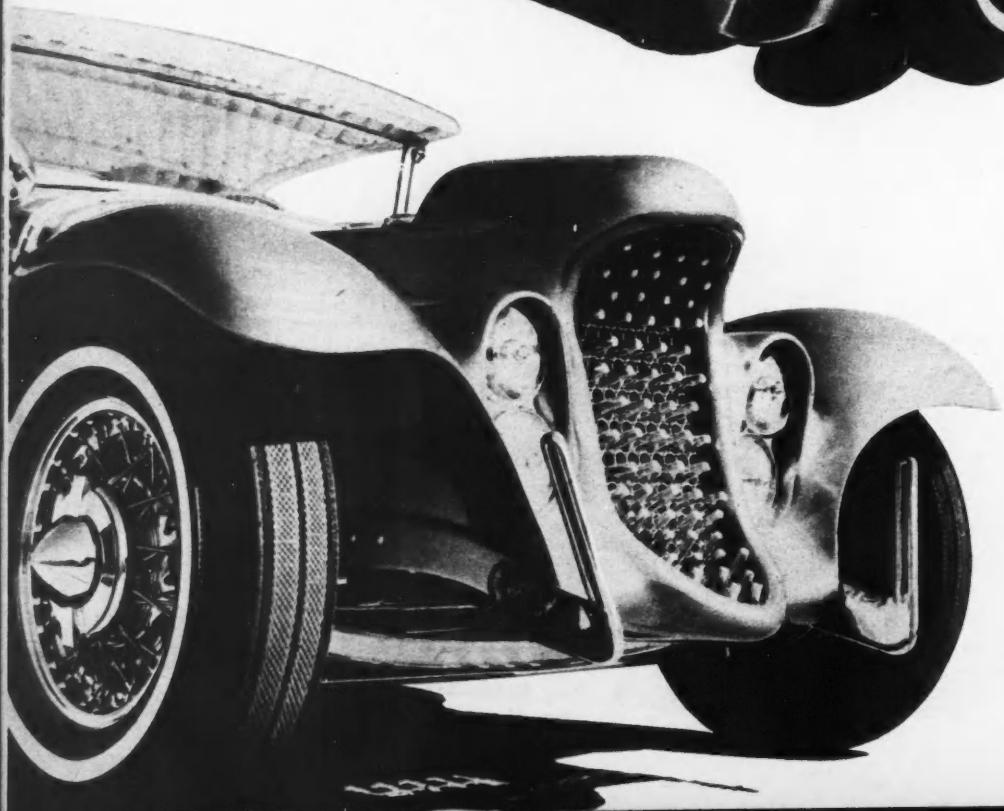
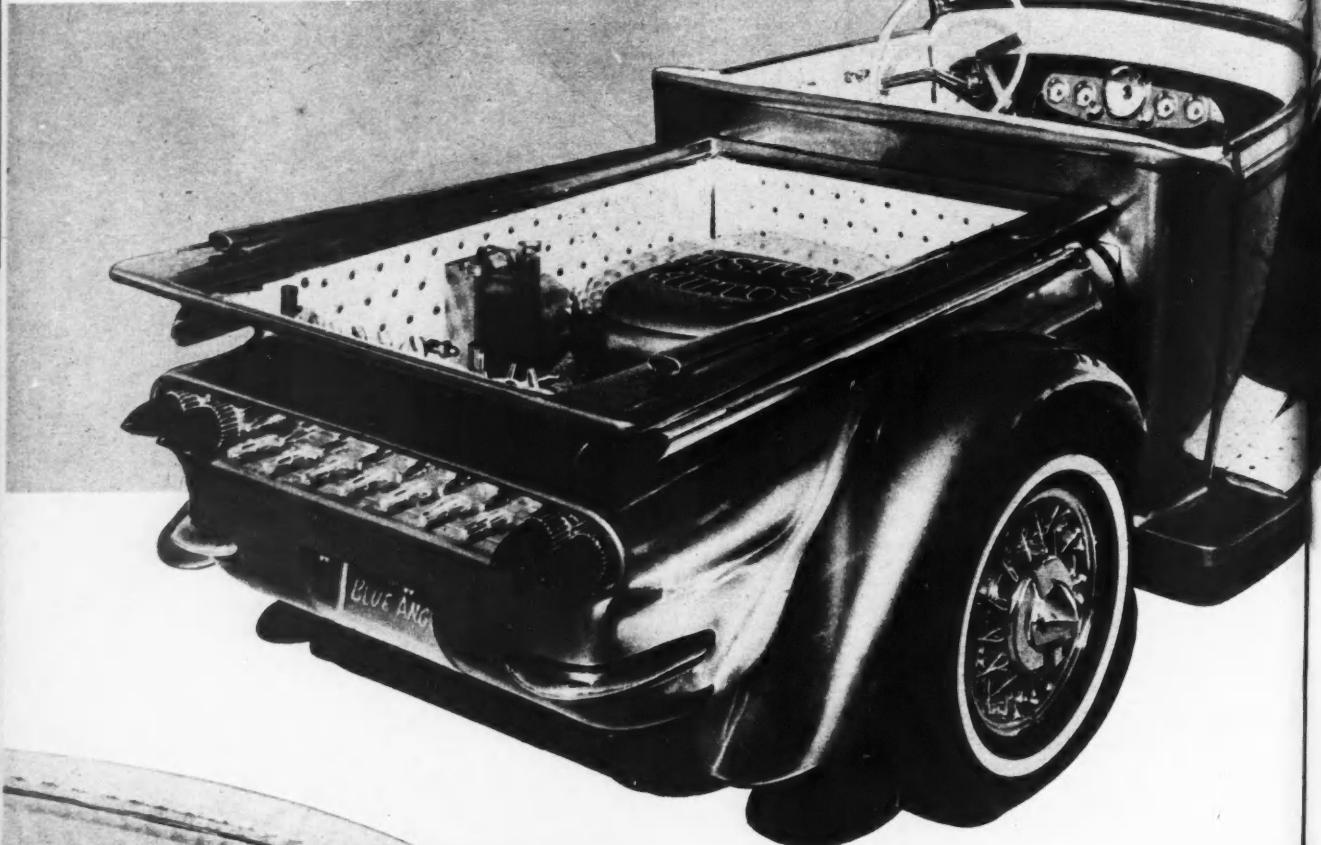
DRATIC FACELIFTING was performed on front to allow installation of quad headlights that blend into screen grille with Edsel center piece. The front pan is rolled under and the wheel wells are cut away. The door is reshaped to allow strengthening needed because of removal of door post. Metal is added to the top to give a completely new look. A wrap-around rear window is installed in the pseudo hardtop.

'52 Chevy rear fenders are molded to the body and the openings are sculptured. A '52 Chev trunk is also fitted to the rear. It blends neatly into the rear grille opening that is filled with an assembly composed of tubular bars. A plastic taillight lens on either end completes the rear portion that is gifted with a smooth, curved effect due to rolled pan.

Triple exhaust pipes are completely covered by a molded flaring that is added in lieu of runningboards. A few small extras such as custom wheel discs and dual antennas with well-done striping are all that are needed to finish our radical '40 Ford.



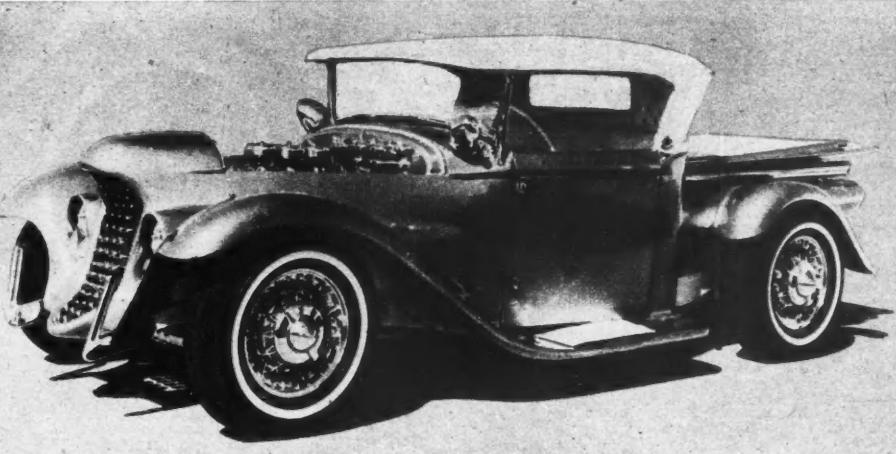
Blue Angel



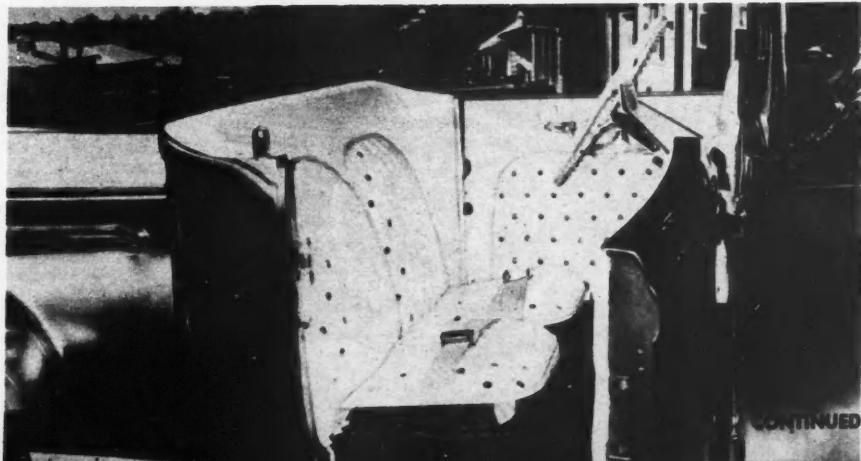
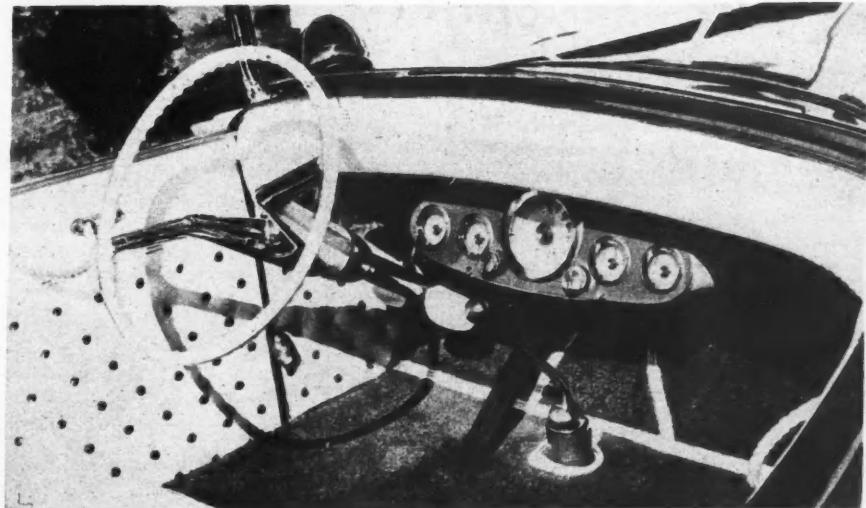
Photos by Bob Hegge

CAR CRAFT

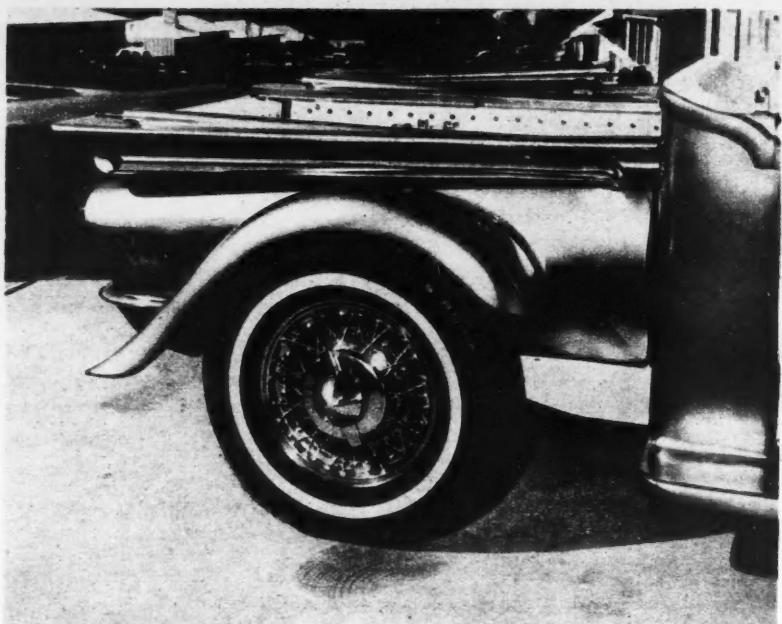
A masterpiece of metal craftsmanship is this '32 Ford pickup designed and built by Ray Farhner of Independence, Mo., as an entry for the Oakland Roadster Show and for advertising purposes for his custom shop. Moon Glow Pearl is the color for the roadster/pickup which has won several Midwestern custom shows, carting home Best in Show, Sweepstakes, and Most Popular car several times. \$4400 and 4500 man hours were invested in this immaculate automobile.



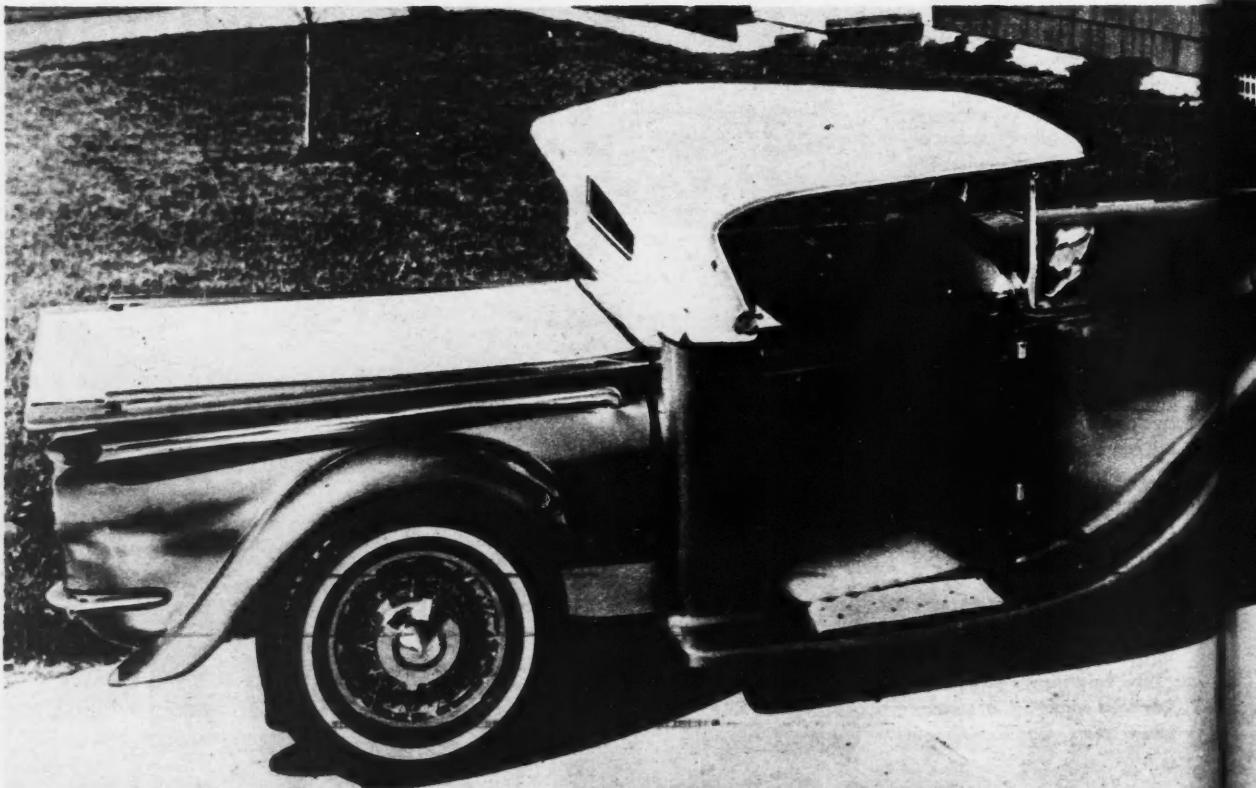
Entire front is handformed. A few of the parts used are Lucas headlights, Cad grille spears, circular mesh screen, L-shape nerfs. Channeled 6", the Blue Angel features complete white glove undercarriage decked out with shiny chrome, paint and scallops. Reversed spring and axle dropped 3½" run. Steering is '50 Chrysler. Upholstery is by Art West of Kansas City. White with blue buttons are major design elements. Late steering wheel and individual instrument cluster beneath a padded dash are employed. Bucket seats cut down due to positioning problems that were brought out by channel job. Step pad in corresponding upholstery motif is added to molded running board. Top is padded and chopped 4". West also stitched bed upholstery. A full line-up of tools, emergency gas cans, a covered spare tire are among show items. Car is a winner!



'56 Chrysler wire wheels with thin wall tires capped with a handmade fender. Bed is entirely custom built. A fin is added and covers exhaust stacks, has horizontal piece with antenna in tips. Curved nerf iron is added. Bed is short.



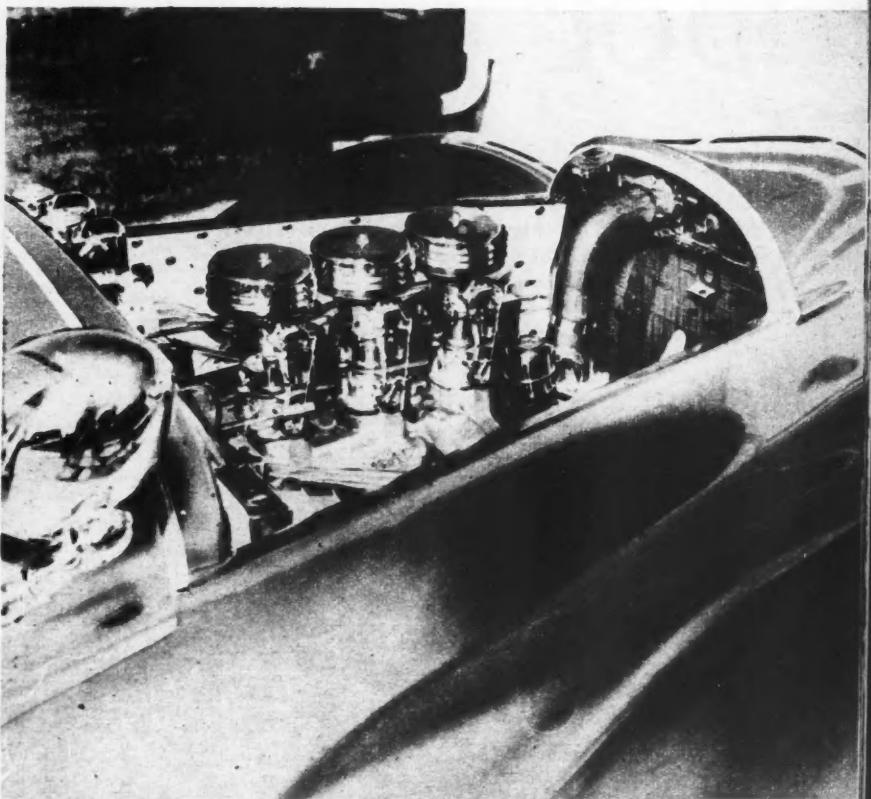
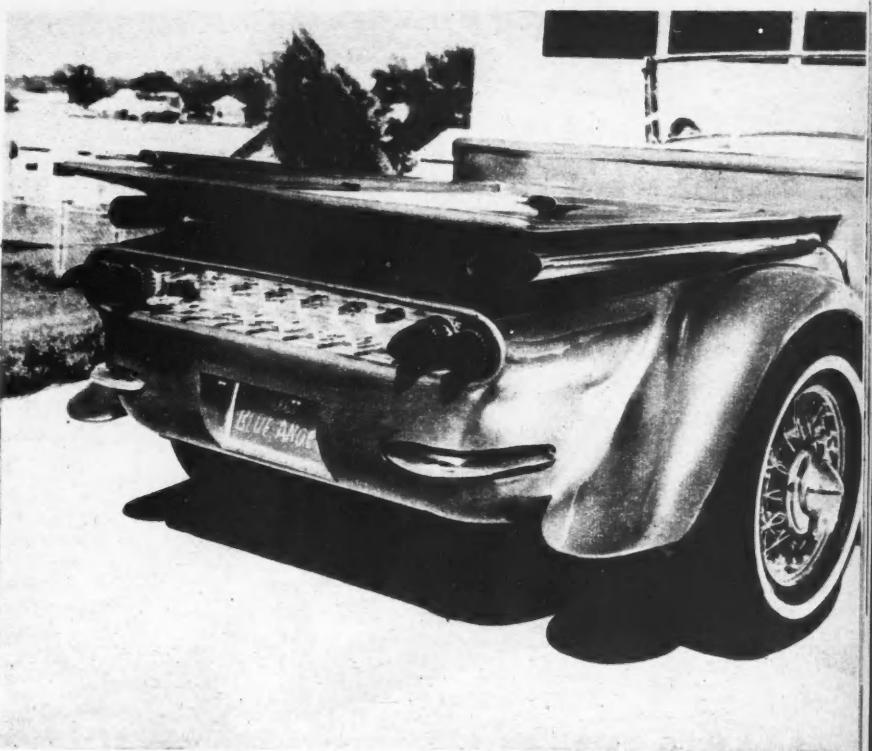
Blue Angel



Cycle type fender is molded to side of contoured bed. Cad spears, taillight lenses are installed in grille. License mount is recessed in rolled pan and has plexiglass covering. Nerfs protect side panels. Note top-of-bed-mount aerials.

BELOW LEFT. Entire front end (back to bed) appears to be one-piece. Top has 4" overhang in both front and back. This is the latest in top styling. Dual spots aid appearance a bit. '39 Ford transmission has Lincoln-Zephyr gears.

BELOW RIGHT. '54 Cadillac bored $\frac{1}{8}$ " over with stock stroke. Isky $\frac{3}{4}$ cam, Jahns pistons, Edelbrock manifold with triple Stromberg 97 carbs aid go. A Schiefer aluminum flywheel and Weber clutch are used. Farhner did swapping.

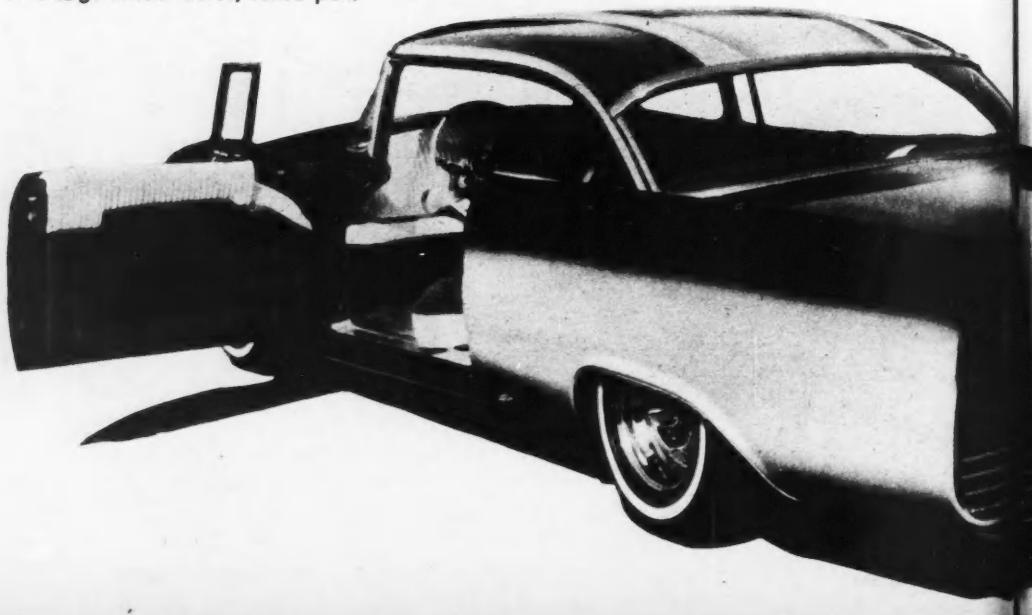


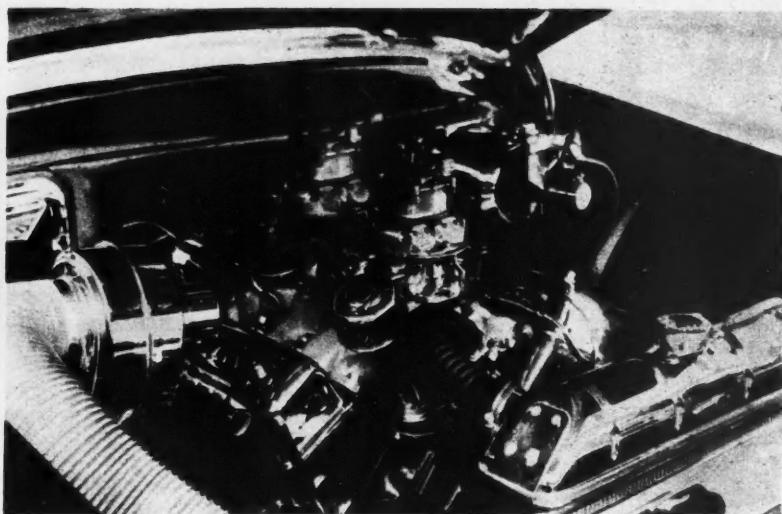


"JADE IDOL"

This Italian styled custom looks more like a Pinin Farina original than the bulky '56 Mercury that it once was. Gene Winfield of Modesto, California, handled the designing and metal work on Leroy Kemmerer's winner from Castro Valley.

A full 4" section job lowers the Merc drastically. The front end features hand rolled aluminum working with quad Lucas headlights, rectangular bar grille with stainless inserts, rubber tipped nerfs, '57 Dodge fender flares, rolled pan.

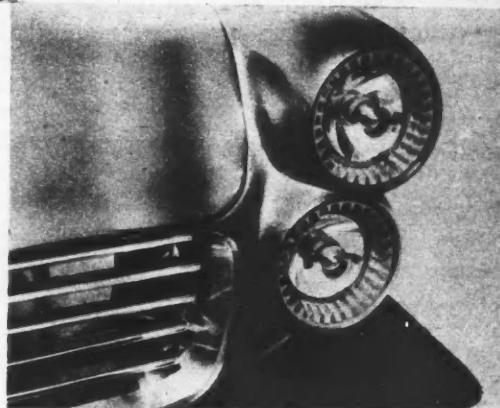




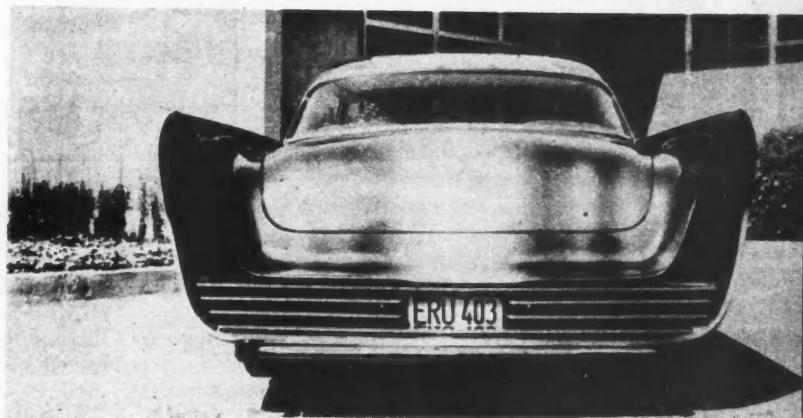
Clean engine section houses mildly hopped '56 Mercury mill. Enhancing paint work and chrome trim gives valuable extra points at car shows. The transmission is a T-Bird stick shift.



Stock dash was removed, padded unit installed with TV. Instruments are in steering column hub. Cocktail chairs are pearl/green upholstered and mounted on swivel set-up.



Below. Dual canted Lucas lights are installed in handmade fender. Gear-type inner ring is adapted. The grille shell is frenched, has stainless steel insert around flat bar grille assembly.



Photos by Gene Winfield



BIG BLAST for bantams



by Jim Gilbert

The California city of Azusa was named, as the saying goes, because it included everything from A to Z in the U.S.A. The 2nd annual Grand National Kart Road Races held at the Go Kart Raceway in Azusa truly fortified the host city's motto. Nearly everything in kartdom from A to Z was present with entries coming from all regions of the U.S.A.

A three day affair, the Nationals were run under the guiding hand of the Go Kart Club of America. The first day of activity was Friday which was set aside mainly for practice and tuning. Many entrants chose to qualify in the late afternoon when it was cool and they had tuned their powerplants to a razor-sharp edge. Others, not quite ready, kept working busily over their karts into early evenings. Many were "bench racing" and the natural topic of conversation was the identity of the next Grand National Champion who would prove him- (or her) self on the big day of racing - Sunday.

Among the best bets for the GKCA laurels were drivers that had demonstrated their skill during the past year of kart competition. Mentioned with much respect were the names of Jim Yamane, Dick Geer the defending Champ, dual track record holder Tex Bell, Duffy Livingstone, Faye 'Lady Bug' Pierson, and Chuck Balsiger the 'C' record holder with his Yamaha powered KART Magazine Special. And what about the

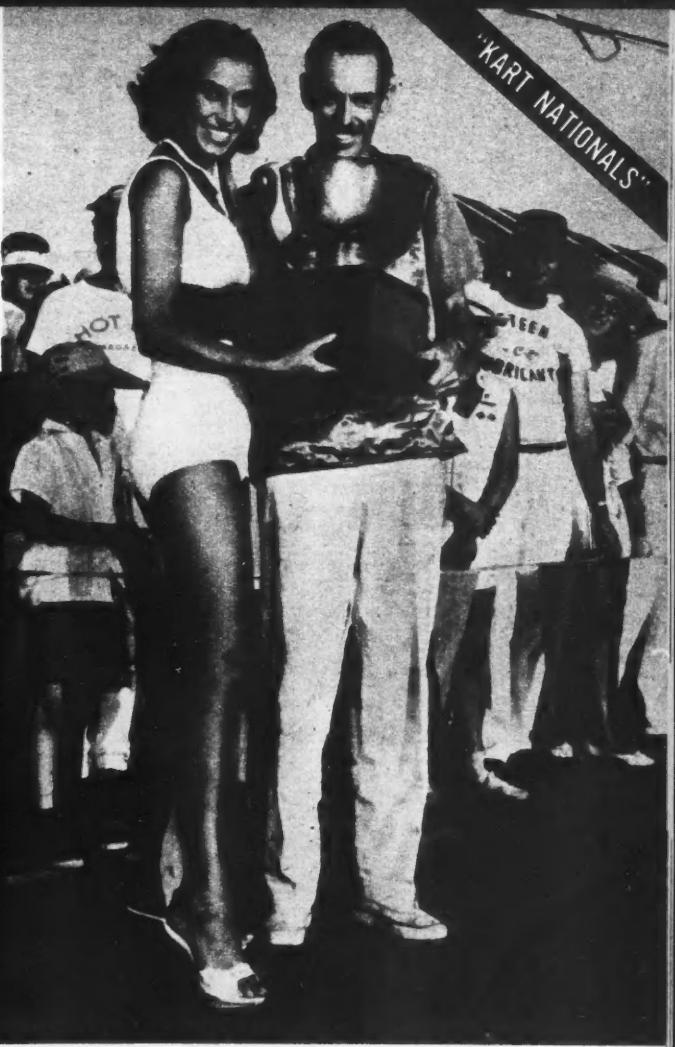
Regional Champions? Many knew of the success attained by Mickey Rupp, Chuck Florian, Pete Pearce, Dick McCullough and others. And then there were the pushers of the potent German outboard engine that brought everyone to their feet when they took to the track: Bill Beeler, Jerry Oliver, Duffy Livingstone and Dick Geer were all aboard the Koenig propelled karts. The new air-cooled Koenigs were found in abundance in the Texas pit representing the Spyder kart. How would they do? And not to be overlooked were the host of crack professional motorcycle champions that had taken to karting like a duck to water. Well known handlers like Brad Andres, Al Gunter, Troy Lee and Johnny Gibson were much in consideration. And how would 'A' record holder Bill Jeffery fare? And then there's the 102 lb. ex-Mexican Road Race driver and California Regional Champ Billy Thomas. Would he be the Champ? On into the night went the perennial guessing game that precedes a sporting contest.

Saturday morning brought posting of Friday evening qualifying times. Every class registered a new track record, with an absolute track time of 38.65 seconds recorded by Tex Bell in *B Super class*. The question of favorites soon became clearer. Bill Jeffery of the Go Kart Racing Team lead both the *A-Stock* and *A-Super* classes with respective times of 41.28 and 40.42

Three-hundred karters raid the records at the Go Kart Club of America 2nd Annual Grand National Kart Road Races

300 karts showed up for the second annual GKCA National races in Azusa. With three days of practicing and racing, nearly 100,000 laps were run by all of the karts, without one serious injury. This speaks well for the excellent safety and controlling chores performed by the Go Kart Club of America officials. The only problem was heat—90° to 100° all day.

Right: Miss KART Magazine Sheika Moser presents huge Grand National Karting Sweepstakes Champion Trophy to triple race winner and dual track record holder Bill Jeffery of the Go Kart Racing Team. Among many trophies given, top five winners received an all-expense paid trip to Nassau by the Grand Prix Kart Club. Last year's champ Dick Geer assisted in trophy presentation ceremonies.



seconds. Cad Cart's flyweight leadfoot Bill Thomas broke the timing light at 39.09 seconds for best B-Stock qualifying time. Duffy Livingstone of Go Kart Racing Team clocked a 38.67 second lap around the 4/10th mile course to top the C qualifiers. Then, the remainder of the pack took to the task of qualifying for their races.

The checkered flag was dropped on the last of the qualifiers early in the afternoon. A few more favorites had stood above the crowd. World Champion Jimmy Yamane turned a single lap in 38.91 seconds in B-Super class to give him the outside position in the first row. Chuck Balsiger, his Yamaha KART Magazine Special really screaming, matched Tex Bell's overall track record with a tour of the course in 38.65 seconds. Balsiger also snatched the one-day-old C record from Duffy with this run and insured himself of the pole position in the Main Event. Hot on his heels during Saturday's time trials was Bill Beeler the winner at Escalon, California's GKCA Regionals on his Koenig charged kart. Faye Pierson again was the fastest woman qualifier with a timing of 41.61 seconds on her A/S Bug.

For those that didn't quite make the Main Event entry list, Elimination races were held late Saturday afternoon. The first two finishers would go to the rear of Sunday's Semi-Main race. The Elimination races



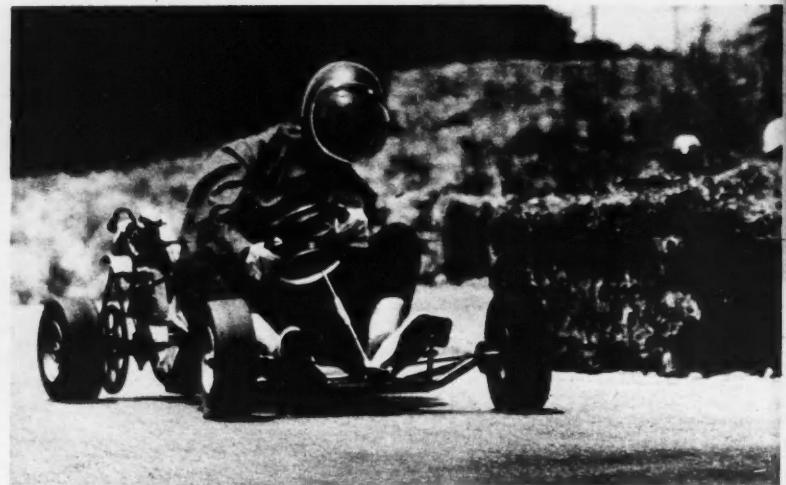
Drifting through the banked turn is 'B' Super winner Jack Shipman who laid title to the trophy by steadily moving up one place from third to second to first in the three heats. Shipman took over on his Bug when Yamane threw a chain.

CONTINUED

BIG BLAST for bantams

Determination and intense concentration shows on Mickey Rupp aboard his Dart Kart that carried him to 3rd overall in B Super class. Rupp was E. Regional Champ.

Below, Pert Sherry Butler storms through turn 6 in process of snagging 3rd overall spot in class 'A'. Sherry, handling a Fury kart with MC5 engine, was second highest female in standings. She scored fourth in the second heat and a decisive second in the last 'A' Stock dash. Sherry was one of several L.A. Kart Club reps.



were open to the qualifiers that were listed in 51st position and slower. The times and the races were slow until the final race for the C class karts. Last year's Class C champion Al McDonald stormed away and hid from the rest of the pack aboard his Zundapp Special, stroking the last few circuits with a lead of $\frac{3}{4}$ of a lap over the second placed kart. Arriving at the track too late to qualify, McDonald was forced to work from the bottom up. It looked like something from a Hollywood scripter's pen.

Another question arose. Would he retain his title?

After two hours of practice and a compulsory drivers' meeting, they

were off and running on Sunday. The first items on the agenda were the Semi-Main races consisting of qualifiers that posted 31st through 50th positioned times. A-Stock Semi brought into focus two speedy females—Frances Connors and Lorraine Dodge—who caught the checkered flag in second and third positions behind winner Jim Mulligan. They moved to the rear of the main and brought the total of woman drivers to seven. Ron Ward, the brother of Indy winner Rodger, pushed his MC10 powered Echo kart to an easy victory in A-Super class. Bud Lee on a MC10 special and Bob Ellison on a Stinger lead the rest of the crowd across the line. Texan Jimmy Lynn took the B/S event and crowd pleaser Al McDonald successfully accomplished Step 2 in his bid to keep his C Championship status. Again, he left his competitors behind.

The Main Events were scored on the proven Moto Cross system and

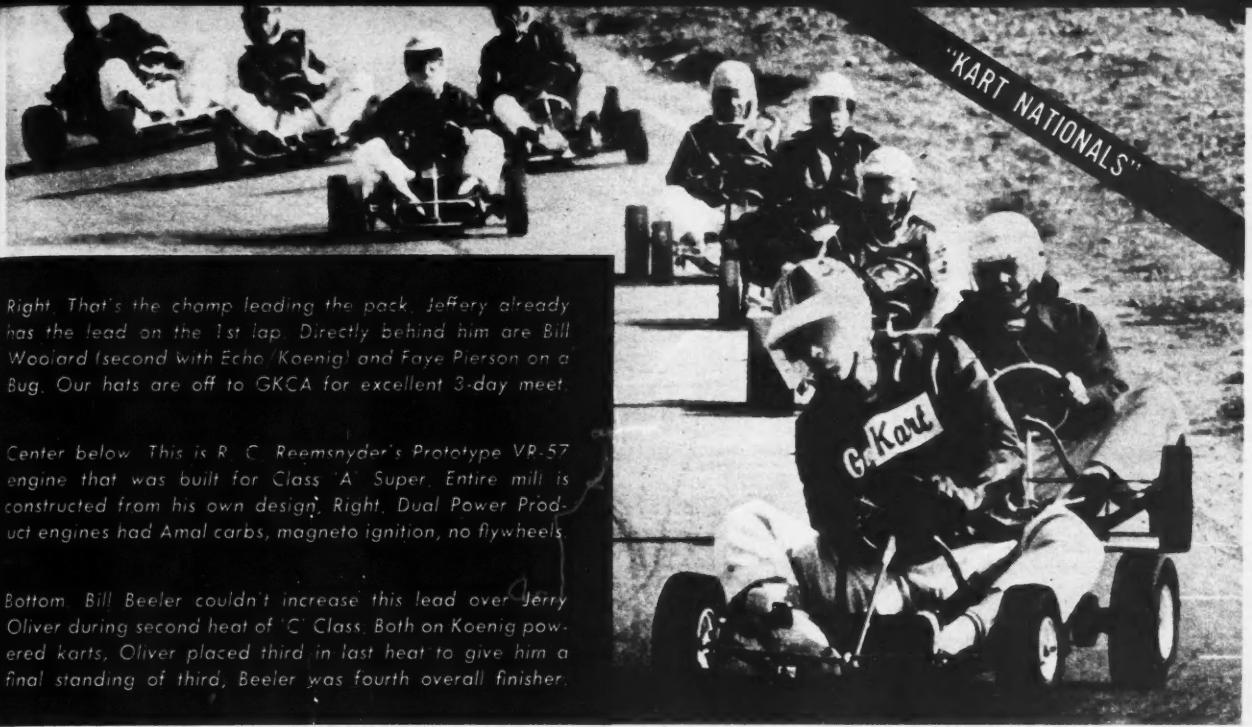
consisted of three heats of 15 laps each for every class. The 1st A-Stock Heat found a ding-dong battle all the way. Second fastest qualifier Billy Thomas took the trophy when favorite Bill Jeffery dropped out with a broken throttle linkage. Hotly pursuing him was Regional Champ from Walla Walla, Wash.—Shirley Eddy and her Caper Cart. Shirley was making like last year's Faye Pierson.

When the last kart had entered the Pit Area, the A-Supers were rolled to the starting grid. Bill Jeffery on a Go Kart was again the favorite. This time, however, he did not have bad luck as he did in the A-Stock event. Jeff won this race easily with Bill Woolard piloting an Echo kart with an air-cooled Koenig in second place. Bob Bosemer took third on a MC10 Go Kart. Faye Pierson, who was running in fourth place on the first lap, was black flagged for loss of a gas cap and finished in 13th position.

The 1st B-Stock Heat found Jim Mulligan nail the "go" pedal to the

Northwest distaff champ Shirley Eddy of Walla Walla, Washington enjoys brief lead over clean sweeper Bill Thomas in 'A' Stock heat. Shirley scored a second and third on her Caper Cart to give final second place finish. Qualified 41.74.





Right. That's the champ leading the pack. Jeffery already has the lead on the 1st lap. Directly behind him are Bill Woolard (second with Echo/Koenig) and Faye Pierson on a Bug. Our hats are off to GKCA for excellent 3-day meet.

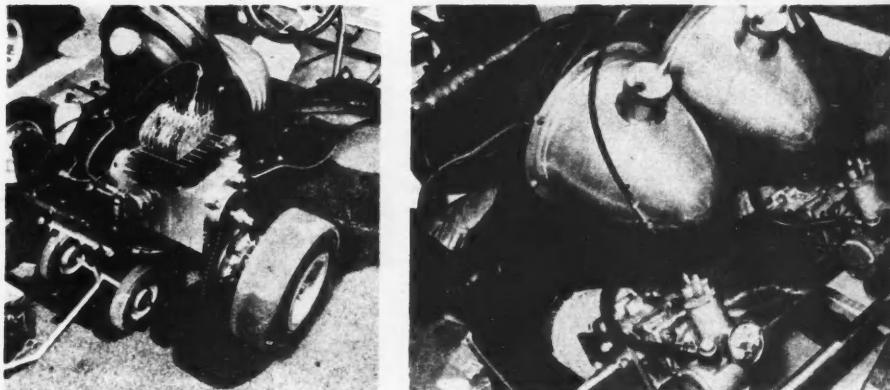
Center below This is R. C. Reemsnyder's Prototype VR-57 engine that was built for Class 'A' Super. Entire mill is constructed from his own design. Right, Dual Power Product engines had Amal carbs, magneto ignition, no flywheels.

Bottom. Bill Beeler couldn't increase this lead over Jerry Oliver during second heat of 'C' Class. Both on Koenig powered karts. Oliver placed third in last heat to give him a final standing of third. Beeler was fourth overall finisher.

Photos by Long, D'Olivo, Brolier

floor and pass four karts on the first lap. He fell in behind #34 Bob Conners of Lubbock, Texas. Roy Kelly, a Washington champ, held third position. Bill Thomas, fresh after taking the first A-Stock Heat, was charging on the leaders when he spun on turn 10. Re-entering the race at the rear of the pack, Thomas easily passed six karts and while doing so was clocked at 40.63 seconds by this reporter. Obviously gaining on the leaders, Billy had worked himself into a challenging position when he was involved in a minor fracas on Turn 6. Thomas' front end on the Cad Cart was knocked hopelessly out of alignment and he retired from the race, walking a bit disgusted to the pits with the Raceway wrecker hauling his disabled machine. The finish saw Conners, Mulligan, Jim Worrell (Cad Cart) and Kelly taking the first four places.

B-Super was a breeze for Jim Yamane and his Special with dual McCulloch engines. No one could touch him as he easily dominated the race. Frank Davis (Special) placed second and Jack Shipman (Bug) made a good showing by snatching third

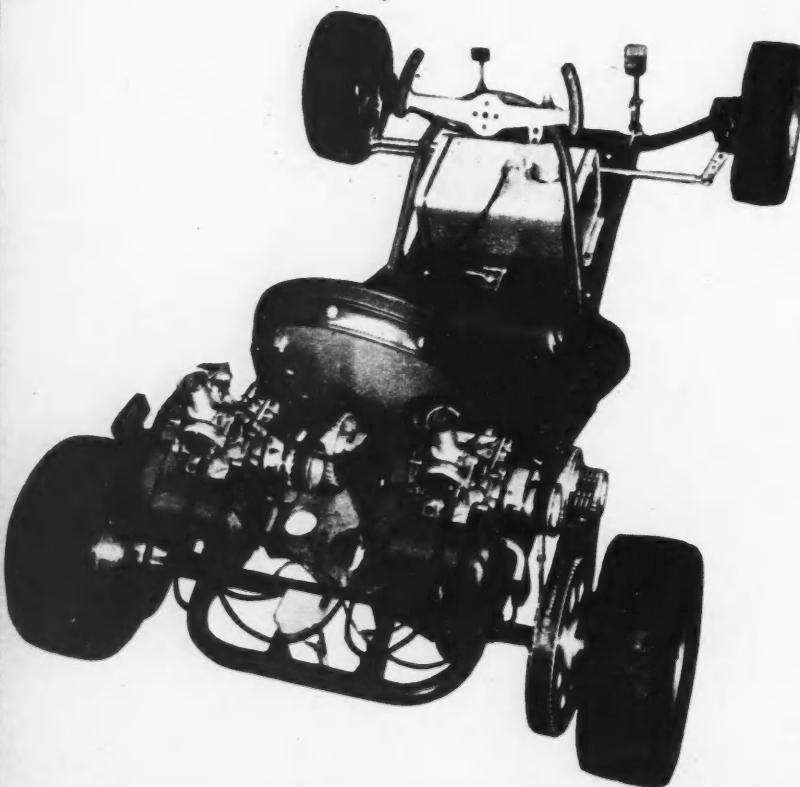


BIG BLAST for bantams

Dick Geer on a Stinger leads eventual second and third place finishers Roy Kelly (Caper Cart) and Chuck Florian (Dart Kart). Both Kelly and Florian are 'B' Stock Regional Champion drivers. Geer's last year's Sweepstakes Champ.



Below. Tom Spalding's immaculate kart was winner of Best Appearance trophy. Dual McCulloch engines drive kart with Gilmer belt set-up. Tom was probably best dressed participant with dapper racing coveralls and straw cap.



place from Eastern Champ and Dart Kart manufacturer Herb (Mickey) Rupp. This race found few changes in position amongst the leaders.

Duffy Livingstone jumped to an early lead in the First C-Heat and kept his Koenig-Go Kart ahead of Chuck Balsiger's Yamaha racing under the KART Magazine banner. Bill Beeler placed his Koenig-Kurtis third. Al McDonald lost his chance for a repeat win when he was involved in a Turn 6 spinout.

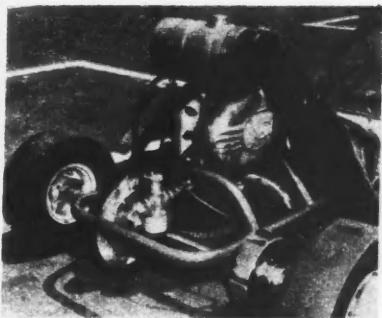
Bill Thomas drove to his second victory in the #2 A-Stock Heat. Bill Jeffery led Shirley Eddy across the line followed closely by Sherry Butler on a MC5 Special. Thomas was never challenged for the lead.

The second A/S Heat found another Jeffery, Woolard, Bosemer 1-2-3 finish. Faye Pierson moved into fourth place after running in sixth position for most of the race. Jim Mulligan won the second B-Stock easily with Bob Van Beek (Cool Cart) second, Kelly advancing to third and Eastern B Champ Chuck Florian in fourth aboard a Dart Kart with Power Products equipment.

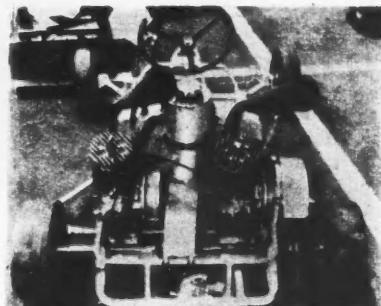
Yamane repeated his hiding-from-the-crowd act in the second B/S. Shipman moved into second spot and Ray Wilson was third. The second C



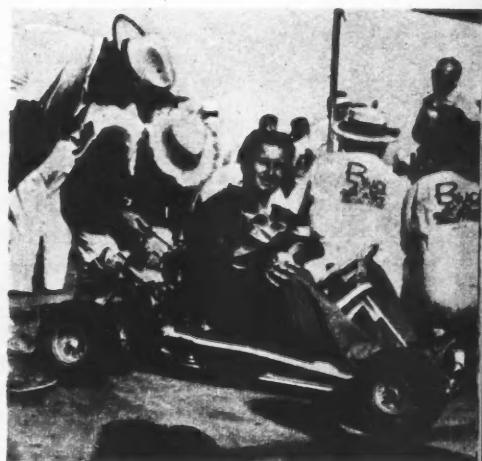
Tom Bates of Canton, Ohio was one of the drivers of the much improved Sears Roeback karts all the way from Iowa.



Duffy Livingstone prepared two Class 'C' karts for the race. One was the winning Koenig and the other this upside down Villiers that hauled 'til ring blew.



The business end of a dual Koenig air-cooled installation on a Spyder from Texas. Potent German outboard engines were present in abundance at the meet.



KART Magazine's trophy for 'B' Stock went to Jim Mulligan with two firsts and one second in three consecutive heats. Mulligan of Sid/Jim Tires drove dual McCulloch 10 powered Stinger.

heat saw Balsiger take a first lap lead and hold it to the finish with Duffy and Beeler hot on his tail. Balsiger lost his brakes at the start and Duffy bent his left spindle. The score was evened up here with one win, one second each for Balsiger and Livingstone. Beeler had a strong third place.

Bill Thomas scored a perfect point total of 1200 with his win in the Third and last heat of A-Stock. Sherry Butler smoothly took second ahead of Texan Jim Calaunch on a West-Kart.

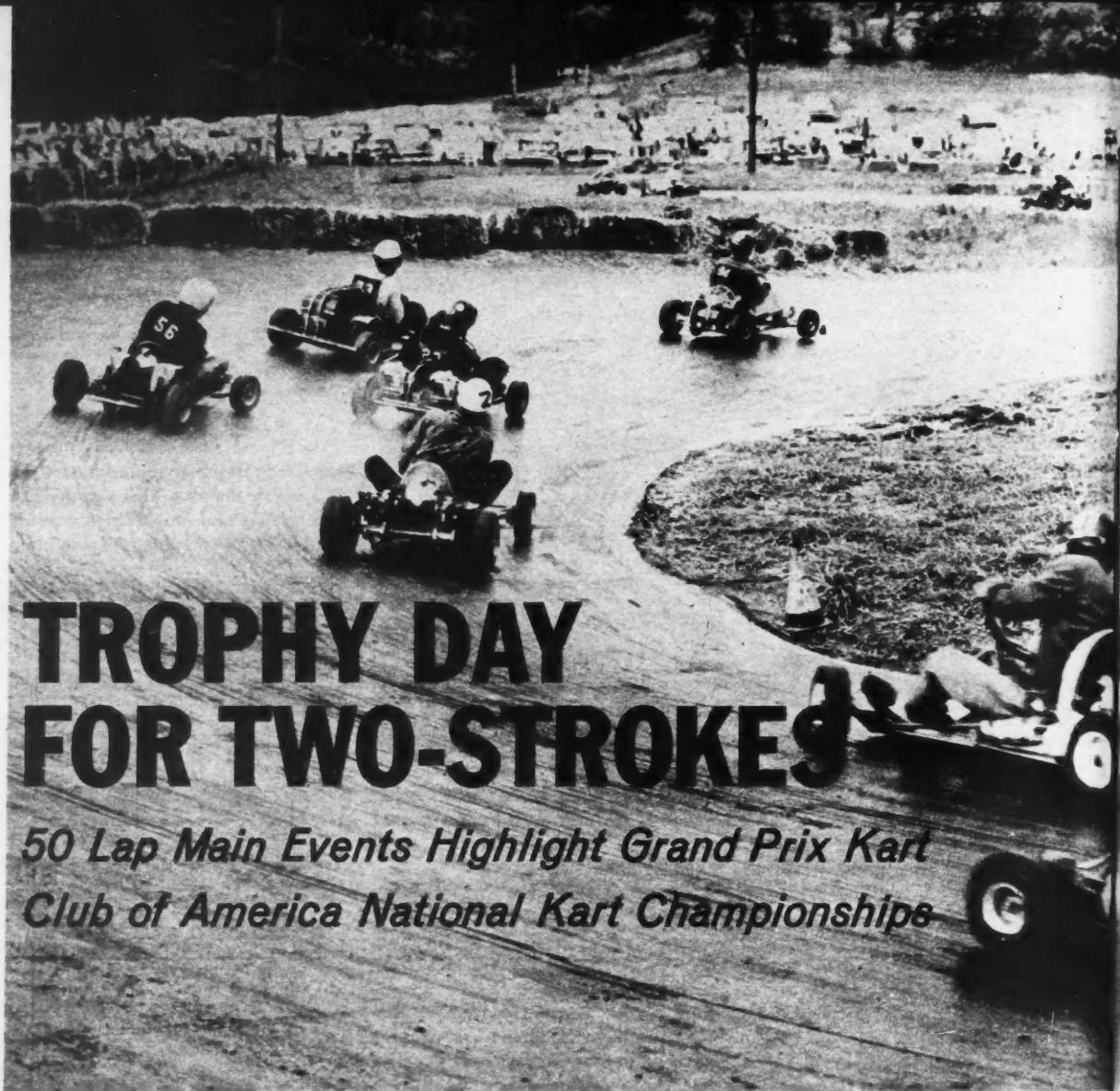
Jeffery equalled Thomas' points with a repeat victory in A-Super. Woolard finished second again with Faye in third. Bosemer dropped from his two-time third place finish to fourth behind Lady Bug. Mulligan won the third B-Stock heat and assured himself of that crown with 1100 points. He was chased across the line by Kelly and Florian who also finished second and third overall.

Yamane jumped into first on the initial lap and was in the process of winning his class when he flipped a chain on his dual engined kart. His lead was not enough to hold off the pack and before the race was ended he had dropped to 10th place. Shipmen, who had gone from 3rd to 2nd

in the previous heats, won going away. Mickey Rupp snagged second with Bob Ellison (Stinger) third ahead of Ray Wilson.

The race of the day was ironically the last. Even in points, Balsiger and Livingstone squared off in the final C heat. The two karts and drivers were evenly matched right down the line. Beeler, sensing a possible victory, pulled out of position at the start and stood on it across the line. All three karts went into turn 1 abreast. Balsiger, in the middle, backed off a fraction and Duffy took the lead. But it was not enough to give him the advantage. Balsiger passed Beeler and rode Duffy's slip stream. The two karts were no further than a yard apart except on the straight where Duffy had a bit more suds. Beeler was black flagged for the "Texas Start" according to the Competition Committee. The race finished with Livingstone winning and Balsiger second. The overflow crowd of spectators and competitors alike gave both men a standing ovation for a race that will long be remembered.

On the basis of Jeffery's two track records and 1200 points, he was crowned National Champion by last year's winner Dick Geer.



TROPHY DAY FOR TWO-STROKES

50 Lap Main Events Highlight Grand Prix Kart Club of America National Kart Championships

The big July Fourth weekend was also the big kart Nationals at the St. Louis Kart Raceway for Grand Prix Kart Club of America. 5100 spectators gathered to watch the dash for trophies, cash awards, and a trip to Nassau.

The Main Event was 50 laps around the 4/10 mile paved asphalt course. Deceptive turns and a Monza-type bank kept the drivers busy during the race.

The Class 'A' race was a tight duel for most of the distance between two karts — the Go Kart of Corky Badami of Kansas City, Missouri, and the 'Creu Cut' Special driven by Dick Rucker of Kansas City. Badami finally managed to put his McCul-

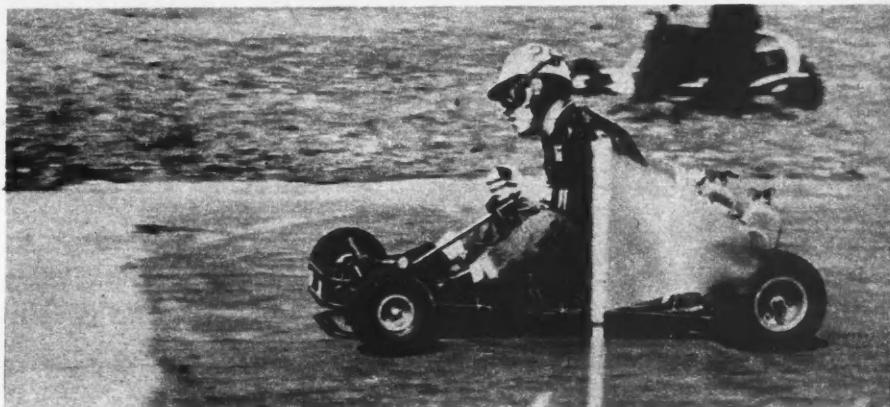
loch powered Go Kart ahead long enough to snare the checkered flag ahead of Rucker. Paul Giacopelli of St. Louis drove a consistent race and nailed down the third place spot with his MC-10 equipped Bug.

Tension was high for the second main race. 'B' drivers were very evenly matched and the competition was never decided until the checkered flag fell. Bill Ward jumped into the lead on the initial laps. Pressing him hard were Roy Schafer on a Bug and defending Champ Dave Dunham on his Dunham Special. Ward, aboard the Hower Special, increased his lead gradually and held it until Schafer and Dunham decided it was time to move. Schafer took the lead

and Dunham claimed residence in second spot. Ward dropped back behind the leaders and stayed there for six laps until he decided he would have none of that and stood on it! Dave Dunham, meanwhile, passed Schafer and began increasing a slight lead. Ward's MC-10 engines revved a bit higher and he soon found himself ahead of Schafer and in second place. Schafer didn't have too much to say about it and resolved to hold his third place position. Ward wasn't satisfied with playing follow the leader and pressed a little harder on the gas pedal. Dunham was losing ground and Ward finally passed him to regain his earlier leadership. Dunham and Schafer followed him.

Photos by Bob Hegge

With the track a bit slippery, several 'B' karts proceed with caution through turn #1 at the St. Louis Kart Raceway. Note that every driver wears numbered vest for easy scoring identification.



Right, Bill Ward of Kansas City, Mo., tools his Hower Special with dual MC-10 engines past a disabled kart while in lead of Class 'B' race. Drive train gave out to retire Ward from lead and race.



Bottom. They're off and running in the first turn of the last race — Class 'C' feature. Wide asphalt track was well guarded with many forgiving haybales. Winner Cheif Hynes is already long gone.



Dunham continually assaulted Ward's number one position until finally the drive train on Ward's kart couldn't take the pressure and speed and decided to call it a day. A bit dejected after a hard fight, Ward retired his broken machine on the 44th lap. Dunham, who had run away from Schafer in his successful bid to capture first place, stroked the remaining six laps to victory and kept his Class 'B' Championship title for another year. Roy Schafer wasn't exactly Sunday driving either. He staved off an attack by third placer Earl Widman of St. Louis to finish second. Schafer rode a Bug, while Widman was aboard another Dunham Special. All three winners em-

TROPHY DAY FOR TWO-STROKES

ployed dual McCulloch 10 engines.

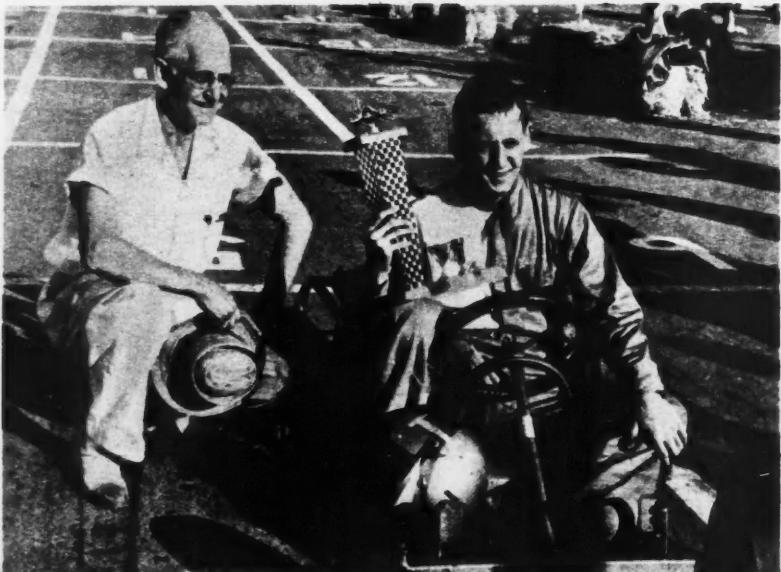
The final race was the Class 'C' 50 lapper. As it proved later, it was no contest as Chet Haynes ray away and hid from the crowd on his Missile Kart with triple MC-10 set-up. On the 25th lap, however, he lost a chain but his great lead kept him in first. The real battle was for second place.

Dave Ferguson from Odessa, Missouri, safely held second with his MC-99 powered 'Creu Cut' Special. Back in third spot was Daytona winner Bud Cord giving his 'Balco' Special the ride of its life. Suddenly, Ferguson blew a rear tire. The ground rules at the meet prohibited any restarts, so Dave stuck with his kart leaning heavily to the opposite side to add as much weight to the good tire. Cord, seeing the trouble and sensing a possible second, made his bid. Ferguson's lead was good, but Cord could make much better time with four tires. Dave was literally crawling through many turns that Cord was negotiating in full power slides. For 19 laps Cord gained but never got close enough to pass. Dave, valiantly holding his second place, took the white flag for the last lap well enough ahead of Cord to hope for a second place trophy. But the increased weight on the good tire had done its harm and with but one lap to go, the remaining tire blew. With both tires flapping, Ferguson slowed to a snail's pace. Cord figured it was do or die and really pressed the issue and accelerator. Throwing all precaution to the wind, Cord did all he could but get out and push to pass Ferguson in the last 25 feet to the finish line. He didn't quite make it and Ferguson took second place on his 'Creu Cut' Special with two tires. Ferguson, apparently relaxing, lost control on the Monza turn and Cord, following closely, went with him. Both drivers wiped the hay off their karts and clothes and brought an anticlimax to the most exciting race of the meet.

Class 'A' winner Corky Badami drew the lucky card to receive the all-expense paid trip to Nassau in addition to a \$115 prize that was awarded the first place finishers.



Paul Giacopelli of St. Louis captured the third Class 'A' heat on Sunday and lead briefly during Monday's main event. Paul, driving a Bug with MC-10 power-plant, took third. On Sunday he pulled his version of the 'hide from the pack' act.



Chet Hynes took the Class 'C' trophy back to his Osage Beach, Mo., home after he won the last race. Hynes, a grandfather with seven children, stayed ahead of the group even when his triple MC-10 equipped kart threw a chain on lap 25. He drove a Missile kart.



A handy saver for tired pushmen is this Cushman powered push car that is owned by driver Joe Vogt of St. Louis. Don Lacastro on a Homelite powered special is on the receiving end of the pusher.



Left. Father Frank poses with winner and still champion Dave Dunham who successfully defended his GPKCA 'B' title. Dunham gave son strategy and is also builder of his potent Special.

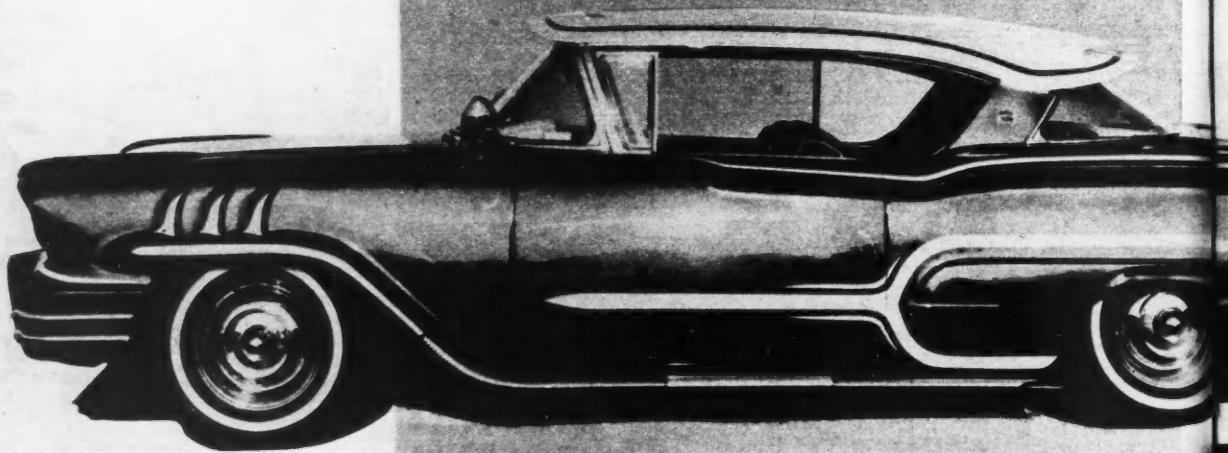
Right. After a hard fought battle, the 'B' winner, Dave Dunham, takes checkered flag sitting down. His Dunham Special with McCulloch engines helped him retain his title and win the event.



Right. To race or not to race, that is the question. Rain postponed races for 2½ hours until sun broke through. Many of the karts, waiting on starting grid, were covered with tarps as owners were biding their time biting their nails. Last race didn't end 'til early evening.



"Scoopy"



Photos by Frank Faraone

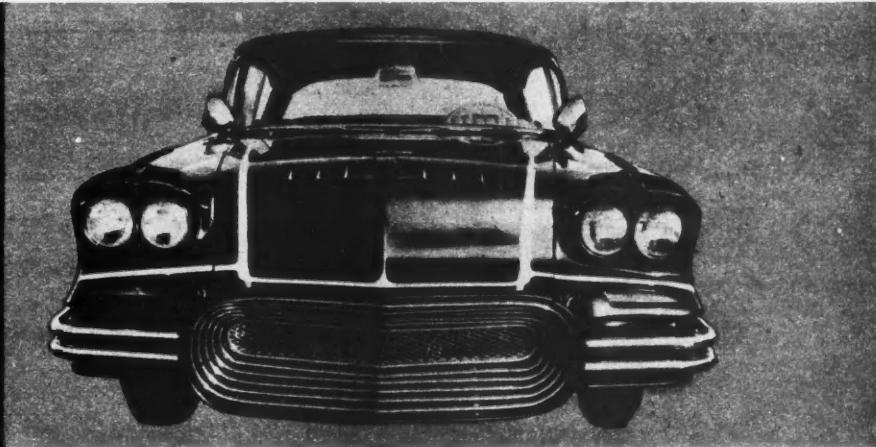
From the Northern California custom shop of Joe Bailon comes another of his way-out designs. Frank Caraway of Los Altos, Calif., delivered his '58 Chev Impala to Joe with instructions to go the route. Formerly known as "Scoopy Doo", this much restyled '58 Impala might be titled "Scoopy Two". Barely evident is the 4 inch channel job the car received. Three shark like scoops above the front wheel well let the eye follow the faired-in exhaust housing along the Chev's underside to the rear.



Right. '56 Chrysler taillight lenses are mounted horizontal under a restyled rear fender flare. Merc trim teeth set off scoop atop fender. Directly below the light are the sparkling nerf bars.



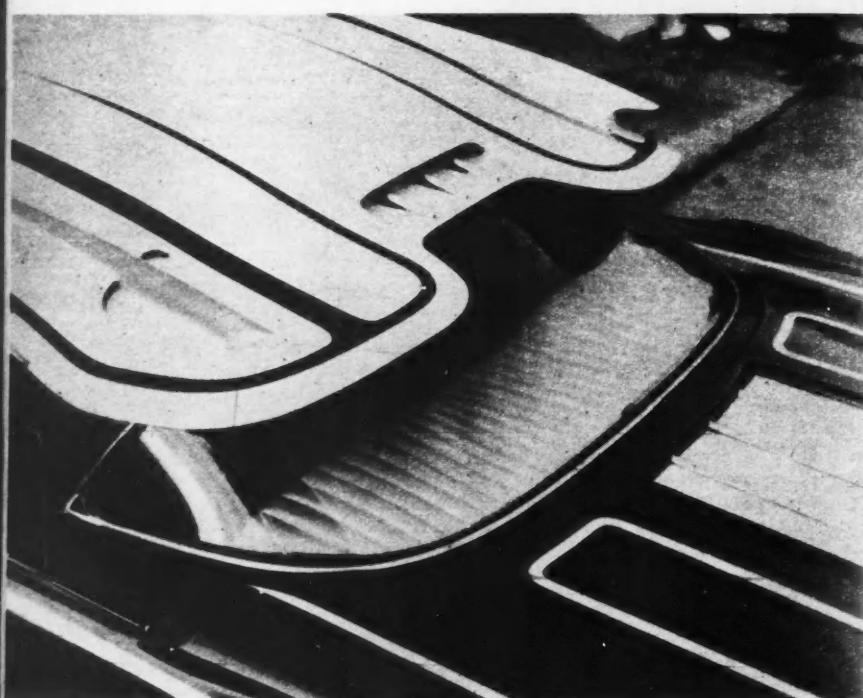
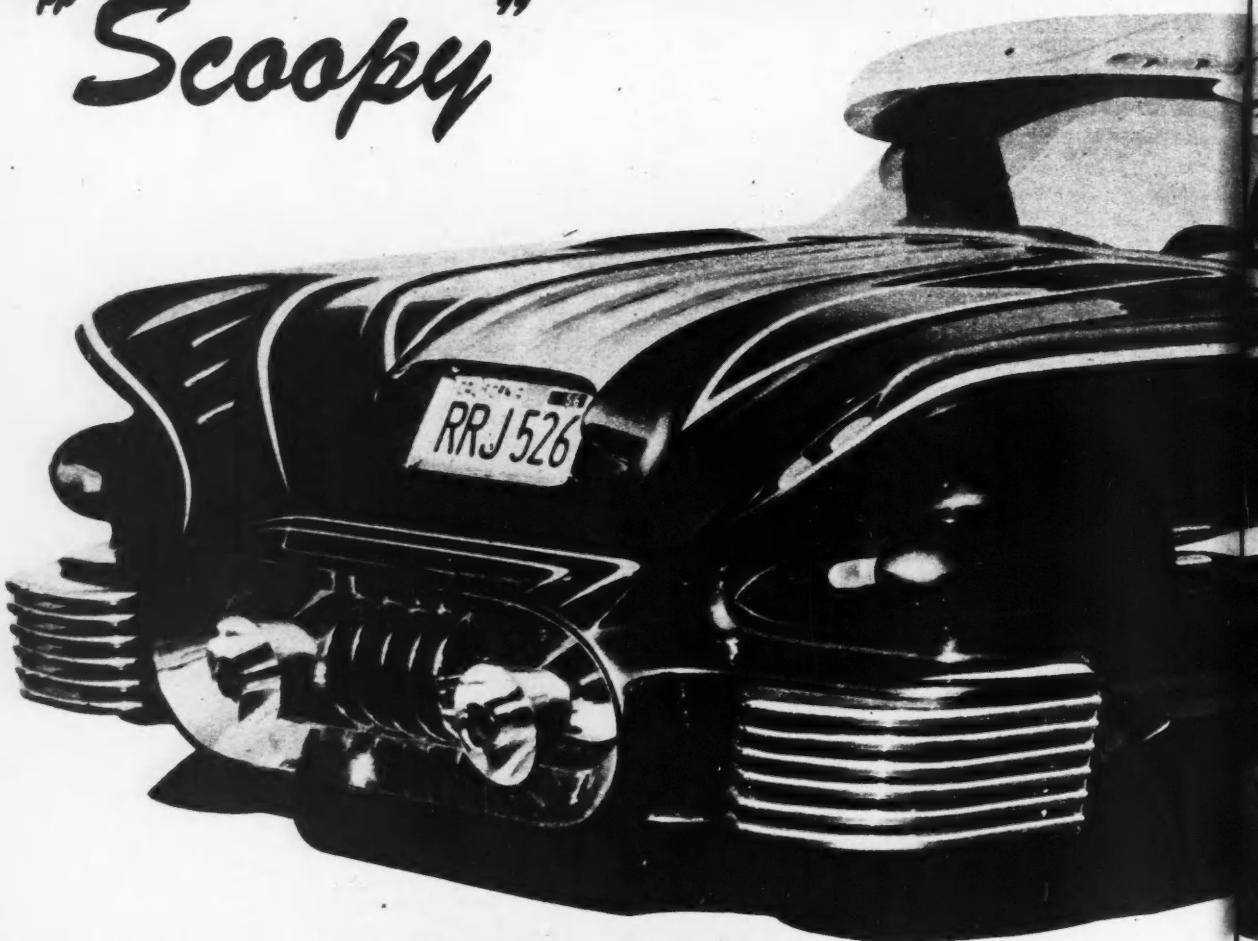
Right. Most striking part of the Chevy from this angle is the concave oval tube grille featuring a mesh center. Leading edge of hood has been extended to match round rod edged grille cavity. Merc trim has been utilized in brightening up new twin hood scoops.



Right. Stock quad lights have been re-worked quite a bit. Fender scoops are identical to hood openings. Ring has been frenched, finned in center. Park lights are tunneled in custom cavities.

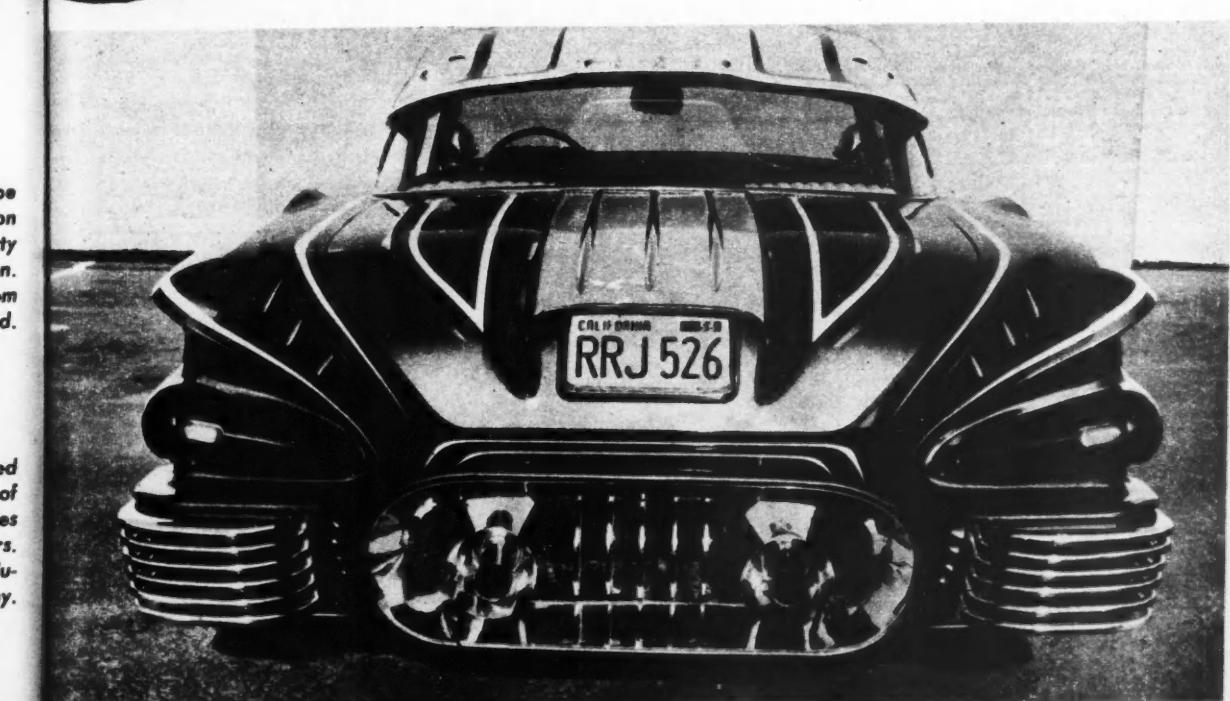


"Scoopy"



Above. Caraway's Chev might well be called the most ventilated custom on the road anywhere. Bailon added thirty scoops to this Candy Apple creation. Chrome trim, handles are absent from sides, reversed chrome wheels added.

Attractive roof extensions are capped with sleek fins, may be a preview of things to come. Frantic rear features highly chromed cavity, pipes, and bars. Upper deck scoop is trimmed with aluminum, chrome spears. Nerfs are flashy.



be
on
ty.
n.
m.
d.

ed
of
es.
s.
u.
y.

FT

OCTOBER, 1960

BUY
DIRECT
SAVE
UP TO $\frac{1}{2}$

ALMQUIST

it's FREE

DON'T BUY TILL YOU SEE
OUR ALL NEW

CATALOG

New Lower Prices on
60,000 Items

Show latest Road Car, Custom,
Rod, Drag, and Racing Parts —
Superchargers, Injectors, Cam,
Molded Fiberglass Bodies, Aluminum
Suspension Kits, Chrome "Soft-Top"
Accessories, etc. ALL FAMOUS
BRANDS plus new exclusive items
available only here Alquist.

ALMQUIST Engineering Co Dept. CCC-10
Milford Pa.

I enclose \$5 to cover mailing and handling. (Refund on first order)

NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

TRADE DIRECTORY TO GARAGE & PARTS DEALERS



In all standard colors! The two inch pleates are filled with Poly-Foam Rubber. Available for most all cars from 1949 and newer. Vinyl elastic materials \$24.95. U.S. Naugahyde \$29.95. Send cashiers check or money order. Postage collect. Federal excise tax included. For more information on other custom made items send 25¢ to:

JEFFERS PRODUCTS

P.O. BOX 122 • LOMPOC, CALIF.

CC-10

MICRO • HALF • QUARTER

- Quarter Midget Bodies
- Sprint and Roadster
- Micro Midget Bodies
- Roadster and Sprint
- Half Midget Bodies
- Roadster
- 100% Glass Cloth Bodies
- No metal used

BELFIELD FIBERGLASS CO.

Dept. 105, 13 North 34th St., Terre Haute, Indiana

WRITE FOR FREE BROCHURE

• FIBERGLASS BODIES •

Chris

All makes
and models
• Write for free
literature to
Department CC

Chris Bubble Skirts
5401 West Warren
Detroit 10, Michigan

BUBBLE SKIRTS

OR Canada Warehouse
Rossini's
161 Dundas Street West
Galtville, Ontario

BIG BLAST for bantams

RESULTS

CLASS 'A' STOCK

	1st	2nd	3rd	4th
1st Heat:	Bill Thomas (Cad Cart /MC5)	Shirley Eddy (Caper Cart /MC5)	Dick Dunham (Go Kart /Power Prod.)	Jim Calaunch (West-Kart /MC5)
2nd Heat:	Bill Thomas (Cad Cart /MC5)	Bill Jeffery (Go Kart /MC5)	Shirley Eddy (Caper Cart /MC5)	Sherry Butler (Fury /MC5)
3rd Heat:	Bill Thomas (Cad Cart /MC5)	Sherry Butler (Fury /MC5)	Jim Calaunch (West-Kart /MC5)	Janice McCullough (Stinger /MC5)
Overall 'A' Stock:	Bill Thomas (Cad Cart /MC5)	Shirley Eddy (Caper Cart /MC5)	Sherry Butler (Fury /MC5)	Jim Calaunch (West-Kart /MC5)

3rd Heat:	Jim Mulligan (Stinger /MC5)	Roy Kelly (Caper Cart /MC5)	Chuck Florian (Dart Kart /Power Prod.)	Bob Doolittle (Yazio /Poulan)
Overall 'B' Stock:	Jim Mulligan (Stinger /MC5)	Roy Kelly (Caper Cart /MC5)	Chuck Florian (Dart Kart /Power Prod.)	Bob Conners (West-Kart)

CLASS 'B' SUPER

	1st	2nd	3rd	4th
1st Heat:	Jim Yamane (Spl. /MC10)	Frank Davis (Spl. /MC10)	Jack Shipman (Bug /MC10)	Herb Rupp (Dart /MC10)
2nd Heat:	Jim Yamane (Spl. /MC10)	Jack Shipman (Bug /MC10)	Ray Wilson (Cates /MC10)	Lou Brillo (Dart /MC10)
3rd Heat:	Jack Shipman (Bug /MC10)	Herb Rupp (Dart /MC10)	Bob Ellison (Stinger /MC10)	Ray Wilson (Cates /MC10)
Overall 'B' Super:	Jim Yamane (Spl. /MC10)	Jack Shipman (Bug /MC10)	Herb Rupp (Dart /MC10)	Ray Wilson (Cates /MC10)

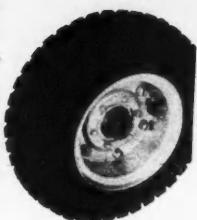
CLASS 'C'

	1st	2nd	3rd	4th
1st Heat:	Duffy Livingstone (Go Kart /Koenig)	Chuck Balsiger (Spl. /Yamaha)	Bill Beeler (Cee Cee Kuris /Koenig)	Dick Connors (Go Kart W/B)
2nd Heat:	Chuck Balsiger (Spl. /Yamaha)	Duffy Livingstone (Go Kart /Koenig)	Bill Beeler (Cee Cee Kuris /Koenig)	Jerry Oliver (Hovey Hawk /Koenig)
3rd Heat:	Duffy Livingstone (Go Kart /Yamaha)	Chuck Balsiger (Spl. /Yamaha)	Jerry Oliver (Hovey Hawk /Koenig)	Jess Jordan (Cates /MC10)
Overall Class 'C':	Duffy Livingstone (Go Kart /Koenig)	Chuck Balsiger (Spl. /Yamaha)	Jerry Oliver (Hovey Hawk /Koenig)	Bill Beeler (C. C. Kurtis /Koenig)

Above. The smile that faded. Jimmy Yamane easily won two of three B Super heats. In third he threw a chain and dropped to 10th place. His points gave him second overall. Below. They were never further apart. Duffy leads Balsiger by two feet in last 'C' heat that proved to be the crowd pleaser. Both karts toured the circuit in this manner for 15 laps with final honors going to Duff Livingstone.



Midget Racing WHEELS



4" - 5" and 6" Standard and Super Widths. All hub lengths, all bearings from $\frac{1}{2}$ " to 1" Bore. Also, OFFSET HUBS for Sprockets or Pulleys.

All Wheels are STEEL, BOLTED construction and cadmium plated.

HIGH SPEED TIMKEN TAPERED ROLLER BEARINGS

$\frac{3}{4}$ " and 1" Bore. In 10", 12" and 14" O.D. Also complete line of industrial wheels.

SOME TERRITORIES OPEN FOR DEALERSHIPS

WHEEL DEPT. CO. 100
NALPAK CORPORATION

2901 E. Slauson
Huntington Park, Calif. • Phone LU 3-1056

weiamel
SAY WHY-AND



POWER & RACING EQUIPMENT

Send 25c for your '59 catalog
2733 San Fernando Rd.
CC-10 L.A. 65, Calif.

IMPROVED SCATTER SHIELDS

Fits Most Cars • No Cutting • No Forming
Just replace 3 bell housing bolts, made from
 $\frac{1}{4}$ x 6" wide steel plate. Clears most floor
humps. Price \$37.00 plus shipping.

Send order to: MR. FRANCIS E. BETTEGA
4421 Fourth Street Wayne, Michigan K.K.

NOW! 1/4 MIDGET PARTS by

Offenhauser
EQUIPMENT CORP.

5156 ALHAMBRA AVE. L.A. 32, CALIF.

SEND FOR LITERATURE - 10¢

JACKET EMBLEMS

LADY LUCK
THE MOON OR THE
STAR OF VICTORY

5" Fall Embroidery — \$2.50

7" Fall Embroidery — \$3.00

10" Fall Embroidery — \$3.00

Decals available in same
size at the same price.

Specify when ordering.

Send now
—for NEW completely
illustrated catalog, emblems,
accessories and accessories — 25¢

P. O. Box 66

Culver City 13, Calif.

SPOT ENTERPRISES

COMPLETE CHROME ENGINE for CHEVY V-8's 1954-59 (excluding 348 cu. in.)

Finest quality heat-resistant chrome plating

Valve Covers \$19.30 Oil Breather 1.85
Wire Looms 7.08 Pressure Caps 1.80
Generator Covers 2.08 Battery Cover 3.25
Regulator Cover 1.95

\$37.14 Regular Price, your
special Bohm's price only
\$31.95 F.O.B. our
warehouse.

Also for FORD V-8's
and CHEVROLET 6's

BOHN'S
OF
CALIFORNIA

8521
E. Frandsen St.
San Gabriel, Calif.

"KART CLUBS MERGE"

The recently concluded alliance between the Go Kart Club of America, Azusa, California and the North American Karting Association, Rockford, Illinois, with the United States Kart Association, is destined to make USKA the biggest organization of its kind in the country.

The agreement was mutually announced by Donald H. Boberick, president of GKCA and Don Carlyle, president of NAKA.

The affiliation was agreed upon after a series of meetings with Don J. Beebe, executive director of USKA, 615 North Delaware Street, Indianapolis, Indiana.

"This affiliation will prove to be most advantageous to all parties," said Beebe, "and we of USKA are most happy to join forces with two of the largest karting organizations in the country."

Under the new alliance both GKCA and NAKA will continue to operate as they have in the past, but will bring to their separate memberships the added advantages offered by USKA. The more than 15,000 members of the two clubs now become members of USKA and automatically become eligible for the wide insurance program offered by USKA to track owners, kart owners and drivers, and the general public who witness events promoted by the two clubs.

In addition the memberships of these two outstanding clubs will have an active voice in the affairs of USKA, as well as in the formulation of rules, regulations, specifications and general policy of the parent organization. Boberick and Chrysler said "Both GKCA and NAKA will be able to avail themselves of the legal counsel offered by USKA, as well as its legislative program, which functions at a national, state and local level. USKA will also assist the clubs in national public relations and in the promotion of events sanctioned by the clubs on a national level."

"We of USKA and all of our affiliated member groups have dedicated ourselves to the task of keeping karting America's safest and most enjoyable sport and recreation that can be participated in by the entire family. We are the only active sport today whose rules and regulations extend from the manufacturers of equipment right to the participants," said Beebe.

EASTERN HEADQUARTERS



Go Kart 800
Palmini

PUTT-NIK

Huge stock includes thousands of parts, karts and accessories, helmets safety gear, complete line of 1/4 midgets and speed equipment. Immediate shipment. Send \$1.00 for complete catalog of kart and midget racing parts.

CALIFORNIA SPEED & SPORT

295-J Jersey Ave. • New Brunswick, N.J.

NEW READY-TO-INSTALL
TACHOMETER
AND PRE-FAB SENDING KIT



Only 12.95

At last—now! a professional, precision-engineered 0 to 8,000 RPM Tach you install yourself. Full \$30.00 value! No knowledge of electronics needed; no special tools. Complete Tachometer plus partially assembled sending kit; just assemble transistorized circuit per quick, easy instructions. Handsome 3 inch dial; unit attaches to steering column or on dash (add \$1.00 for post mounting if desired). Available only from Almquist; fully guaranteed. Buy direct; save 70%. Order now or you may miss out!

ALMQUIST ENGINEERING CO. — MILFORD, PA. CCT-10

Rush Tach ppd. I enclose car make, year, model

\$12.00 complete \$14.00 for Deluxe illuminated unit

Name _____
Address _____
City _____ Zone _____ State _____

DON'T MISS A SHIFT ENJOY

POSITIVE SHIFTING
Using "H" pattern —
install in one hour —
instructions furnished.
Conversion kits available
for most transmissions,
most cars.
\$21.95

LOWERING SPINDLES
Maintains stock ride
— Does not change
steering or suspension
geometry. Better
handling due to lower
center of gravity.
Send 10¢ for literature
on ALL Speed
Equipment.

15729 S. Atlantic Ave.
Dept. CC Compton, Calif.

BREATHERS —

FOR ANY ENGINE
HUGGED—DEPENDABLE
A NECESSITY
Dealers invited
SEND FOR FREE LITERATURE

\$5.95
STELLING &
HELLINGS CO.
2600 W. Burbank Blvd.,
Burbank, Calif.

CHAMPIONS ALL!



Champions all know the importance of properly designed safety headgear—that's the reason such proven champions as Chuck Balsiger and Jimmy Yamane choose McHal—these champions know the extra safety factor built into every McHal!

Clip and send this ad with your name and address for your FREE beautiful catalog showing more than 10 helmet models plus accessories!

**McHAL
ENTERPRISES**
BOX 824, PICO RIVERA, CALIFORNIA

WELD BRAZE CUT SOLDER

4 WAY \$14.75

WELDER

Complete with Twin Carbon Arc Torch and accessories . . . to handle all metal-craft work.

Acclaimed by thousands of stock hot rod and precision enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. Order today on 10 day money back guarantee. Send only \$3.00, balance COD plus charges. Literature on larger equipment on request.

FOUR-WAY WELDER COMPANY
1810 S. Federal St., Chicago 16, Illinois, F64-K

MOON EQUIPMENT CO.

WE'VE GOT IT ALL

YOU NAME IT, IT'S IN THE
1960 MOON CATALOG
Send \$1.00 (refundable with order) TODAY!
10820 S. Norwalk Blvd.
Santa Fe Springs 20, Calif.



STAINLESS STEEL TUBULAR TYPE CUSTOM GRILLS

For 53-59 FORD, 1960 CORVAIRS
55-60 CHEVROLET
1958 THUNDERBIRD

Give the front end of your Ford, Chevrolet, Corvair, or Thunderbird an entirely new, more beautiful look. Add sparkling, streamlined beauty. Grills are custom tailored and contoured to harmonize with chrome trim, hood ornament, and body lines. These custom tubular grills are precision fit and bolt directly into your openings. Grills are complete with necessary mounting brackets, bolts and are already assembled. Easy to install—no alterations, cutting or welding necessary. Perfect fit guaranteed. GUARANTEED RUSTPROOF. Deluxe quality—heavier $\frac{3}{16}$ " diameter, 18 gauge heavy stainless steel tubing. Tubes used in these grills are not solid but $\frac{3}{16}$ " at a point and tapered in back. Brackets have welded studs that match original grill mounting holes. No alterations required.

J.C. WHITNEY & CO. USE THIS HANDY
ORDER FORM
1917 (C-210A) Archer Ave., Chicago 16, Ill.

I enclose check or money order for \$16.95 to cover cost in full (or 25% C.O.D.). Please add postage and handling charges or stamp. If C.O.D. order, enclose 25% deposit, pay balance upon delivery.

Name _____

Address _____

City _____ Zone _____ State _____

My car is a _____ Year _____
NOTE: Be sure to give Make and Model of car when ordering.



WHAT'S YOUR PROBLEM?



By Don Francisco

TICKS ARE FOR CATTLE?

Dear Don:

I have been a constant reader of Petersen Publishing Co. automotive magazines for ten years. I consider them great magazines and the only reliable sources of auto information. That is why I am coming to you with a problem that has existed for four years.

My old '49 Olds had "Tickitis" and now my '55 Olds 88 has it. I have tried all sorts of oils and additives but nothing helps. The engine has run 42,000 miles and is in good condition. It burns one quart of oil in 1400 miles. The general opinion is that it needs new valves.

Since I am a college student I do not have much money to spare but I will do whatever is necessary to rid my car of the "Ticks."

I would appreciate any information or advice you can give me on curing the problem. You are my last resort. If it is just new valves I need can you advise me on the type to use and any other new components that will be necessary, if any.

—Thomas P. Whelehan, Jr.
Mobile, Ala.

Tickitis, as you have so aptly named the condition, is a malady common to older model Oldsmobiles that have reached the higher mileage brackets. It is caused by worn hydraulic valve lifters. The only satisfactory cure for the condition is to replace the worn lifters with new ones. This involves removing the rocker arm assemblies from the cylinder heads so that the pushrods and old lifters can be removed, installing the new lifters, and then replacing the pushrods and rocker arm assemblies. The intake manifold and tappet chamber cover must, of course, be removed so that access can be had to the lifters.

Detergent-type lubricating oils and some makes of oil additives will keep hydraulic lifters clean so that they can function correctly but they cannot help lifters that have become worn through normal use.

OUT OF THE PAST

Dear Don:

I recently purchased a 1932 Ford roadster that has Kinmont disc brakes.

Can you tell me where I can get some data on the brakes, for I know absolutely nothing about them.

I am also interested in who manufactured the brakes, and where I can get parts for them.

—Paul Madgyesi
Aurora, Ill.

Everything pertaining to Kinmont disc brakes was purchased from their original manufacturer years ago by Bell Auto Parts. Roy Richter, the owner of Bell Auto Parts, originally planned to manufacture and distribute the brakes but for some reason or other interest in them dwindled after a small flurry at the time of the Bell purchase.

I suggest you contact Bell Auto Parts at 3633 E. Gage Ave., Bell 3, Calif., for the information and parts you need.

HYDRO-CHEV

Dear Don:

I have a '59 Chevy with a 348 cubic inch engine and Powerglide. I want to install a Hydra-matic transmission with the new "stick-shift" for Hydra-matics. Is there an adaptor which will make this conversion, and if so, where could I obtain one?

Also, what are the possibilities of adapting either a '60 Ford 360 carburetor or a '59 Olds carburetor in place of my stock four-barrel? Any help on these questions would be appreciated.

—Chip Dox
West Hartford, Conn.

I'm not sure whether the stick-shift for Hydromatics you refer to is the excellent Hydro-Stick Hydra-matic conversion that is the product of B & M Automotive in Van Nuys, Calif., or the B & M floor-shift Hydra-matic shift lever assembly that was also perfected by B & M. But actually it really doesn't make any difference what you have in mind because the installation of a Hydro-Stick on a Chevy engine is exactly the same as it is for a standard Hydra-matic.

Fortunately for Chevy owners, Chevrolet uses Hydra-matic transmissions in some of their pickup trucks. The bellhousing, flywheel, and torque converter assembly used in the pickup trucks can also be used without alterations to connect a Hydra-matic to Chevy passenger car engines. The only special part you'll need is a pilot bushing that will fit the bore in the engine's crankshaft. These bushings are necessary for engines fitted originally with either Powerglide or Turboglide transmissions. They are available from B & M Automotive.

You'll also have to provide new rear motor-mount brackets on the frame side members and rework the driveshaft to make it the correct length and fit it with a front universal joint to match the transmission's output shaft, but these jobs aren't too difficult.

For information on a Hydro-Stick transmission, the floor-shift setup for a Hydra-matic, and the special pilot bearing you'll need for the job, contact B & M Automotive at 14530 Sherman Way, Van Nuys, Calif.

continued

LEWIS COMPETITION BODIES

Sensational new Lewis competition super-light fiberglass bodies — designed, engineered, and carefully hand fabricated to produce the ultimate in its field — yet at a price that any serious competitor would want to replace his currently old, out-dated shell! Complete with body, bucket seat, and pan — ready for installing to your chassis. Meets all QMA specifications. Winged hood model available. Only \$54.95 F.O.B. Azusa, California.

We have a complete line of competition QM and kart equipment, including Duke LaRue modified engines and cams of any grind.

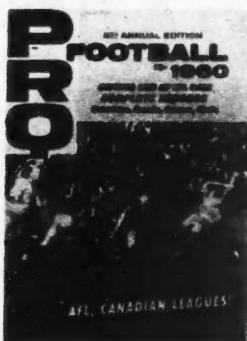
WRITE FOR YOUR CATALOG TODAY.

Dealer/Distributor Inquiries Invited.

LEWIS QUARTER MIDGET CENTER • 120 E. 6th Street • Azusa, Calif. • EDgewood 4-6011

1960 PRO FOOTBALL

ON SALE NOW



Presenting some of the finest action shots ever captured on film... puts you right on the 50-yard line with sparkling features on top veterans, rookies, team strategy. Plus detailed predictions on what's in store for you during 1960's exciting season.

PICK UP YOUR COPY AT THE NEWSSTAND NOW
or send direct for your copy to Pro Football c/o Trend Books, 5959 Hollywood Blvd., Los Angeles 28, Calif.
Enclose 85¢ to cover mailing charges.

HANDS WHEELS

Hands precision cast 100% aluminum or magnesium wheels have once again proven their dependability at the GKCA Grand Nationals held at Azusa, California.
July 10, 11, 12.

The finest wheels available — Hands

HANDS 4159 Whiteside St., Los Angeles 63, Calif.

perfect balance

HOWARD'S ALUMINUM RODS



Made of Aluminum, forged by Alcoa, and available for ALL OHV engines.

Glen Ward - World Record on Gas (177.86 MPH in 8.85 sec.) - using HOWARD'S Forged Rods and 8-Cycle Cam. For information on tests proving them stronger . . . lighter, etc., write for FREE literature. Chevy Set of 8... \$138.95 (plus 5% Excise Tax)

HOWARD RACING CAMS
Howard Johnson, Owner
10122 South Main St., Dept. CC-10
Los Angeles, Calif.
Phone: PL 5-1168

CLUB JACKETS

Your club designs made to order on

25¢
Send for WHOLESALE catalog to

KARL SMITH TEXTILE PRINTING
P. O. BOX 11-111-H
St. Petersburg, Florida

EMBLEMMS - CAR PLAQUES

FREE J. C. Whitney's 1960 Catalog
388 pages, over 100,000 items

of AUTOMOTIVE ACCESSORIES & PARTS

For All Makes,
Years and Models

**SAVE
UP TO 50%**



Choose from Over 100,000 Items

We stock over 100,000 items, ready for immediate shipment—with new, improved facilities to speed up service on every order. Buy everything automotive from one source, J. C. Whitney . . . through the only complete value-filled automotive buying guide. Buy with complete confidence—satisfaction guaranteed on every order or your money back!



Get the new 1960 edition of the world's largest and most complete auto equipment buying guide catalog NOW! This giant 388 page catalog **SAVES YOU UP TO 1/2** on ALL your automotive needs! It lists and illustrates thousands of accessories and parts for your car, truck, hot rod, custom car or station wagon—from early models to brand-new 1960 models, as well as for all sports and foreign cars. It features the latest Hollywood and Custom equipment not yet in stores—new high speed parts—in addition to hard-to-find exact replacement parts for old and current models alike—all at lowest prices!

Just send us the coupon below for your FREE copy of our new 1960 catalog. Please enclose 25¢ in coin to help pay part of the handling and mailing costs (refunded on first \$5.00 order). Don't delay—see what's new for 1960 in the automotive field—send for your copy now!

RUSH COUPON TODAY!

J. C. WHITNEY & CO.
1917 (C-10) Archer Ave., Chicago 16, Ill.

Please rush your giant catalog describing world's most complete line of auto parts and accessories. (I enclose 25¢ to cover part of cost, which will be credited to me on my first \$5.00 order.)

Name _____

Address _____

City _____ Zone _____ State _____

WHAT'S YOUR PROBLEM?

The reason behind your wanting to change the carburetor on your engine undoubtedly is to improve the engine's performance. Rather than stick with a four-throat carburetor designed originally for a different engine I would recommend you find a standard 348 three-carburetor manifold and carburetor setup. This arrangement, with special mechanical progressive throttle linkage that actuates the middle carburetor only at low engine speeds, would be far superior in all respects to any four-throat you could adapt to your present manifold.

Carburetors are calibrated, most painstakingly, for the engine on which they are to be used. This is necessary because no two engines of different designs have the same carburetion requirements. More often than not the results of switching a carburetor from an engine of one make to an engine of another make is poor performance at some point in the engine's range of operation and, more likely than not, poor fuel mileage. These deficiencies are in addition to the mechanical difficulties that involve mounting flange sizes and shapes, fuel lines, throttle linkage, etc.

THINK TWICE

Dear Don:

The engine in my 1950 Ford is fitted with Johnson adjustable tappets. The tappets were installed in the engine when I had it rebuilt just over 40,000 miles ago and they haven't been adjusted since. I'd like to adjust them but I don't know exactly how to go about it. Also, the engine has a reground camshaft.

—Don Orr
San Fernando, Calif.

Thousands of Johnson adjustable tappets were installed in flathead Ford V8's and Mercury's when these engines were popular for competition and passenger cars. To adjust them it's necessary to first remove the engine's intake manifold to make them accessible. Then the camshaft is rotated by rotating the crankshaft to the position that places the heel of the cam for the lifter to be adjusted under the lifter then rotating the adjustment screw in or out of the tappet's body to increase or decrease the clearance between the end of the screw and the valve stem as necessary. The amount of clearance will depend on the camshaft grind.

The only difficult thing about adjusting Johnson tappets is holding their body stationary while their adjusting screw is being rotated. Special wrenches for this purpose were included with each set of tappets but they are clumsy to use and sometimes they break. The standard procedure of most engine builders who install tappets of this type is to drill a hole approximately $\frac{1}{16}$ inch in diameter through the side of each of the cylinder block's tappet bosses before the tappets are installed. These holes make it easy to prevent rotation of the tappet bodies by inserting a punch or length of steel rod through the holes and the slots in the side of the bodies.

If the tappet bosses in your engine were drilled, or they weren't drilled but you have a pair of the Johnson wrenches, and you know what the tappet clearance should be for your engine's camshaft, you should be able to adjust the tappets with only a reasonable amount of trouble. But if the bosses weren't drilled and

you don't have the wrenches, don't try to do the job because you'll end up wishing you hadn't started.

AMERICAN JUICE IN A BRITISH CAN

Dear Don:

I have a 1953 Jaguar XK 120 fixed-head coupe. The armature in its generator burned out recently. I would like to convert the system to an American generator and regulator. Could you advise me on this conversion?

I would like to use a '56 Pontiac generator and regulator because I have them on hand. Another reason I want to use the Pontiac parts is that in the near future I plan to install a Pontiac or Chevy V8 engine in the car.

—James Lucas
Oshkosh, Wisconsin

As both your Jag and '56 Pontiacs have 12-volt electrical systems, the only problems the swap would present would be mechanical ones. These would involve mounting the generator on the engine, establishing the correct crankshaft to armature drive ratio, and finding a suitable pulley and belt combination.

Mounting the generator on the engine shouldn't be too difficult. Chances are it would be possible to use at least part of the standard Jag mounting setup. If necessary, an adaptor could be made for the generator.

Providing the correct drive ratio and pulley and belt setup could be a little more difficult. The correct drive ratio can easily be determined by measuring the crankshaft pulley on a '56 Pontiac and comparing its diameter with that of the pulley on the generator. Approximately the same ratio should be maintained with the Jag installation; however, the ratio doesn't have to be exact. The main thing to watch is that the armature is rotated fast enough at low speeds to allow the generator to charge at least a few amps but that it is not rotated so fast at high car speeds that it will be damaged by centrifugal force.

Due to the fact that the majority of the generators used in American passenger cars are manufactured by only two companies, and because of the great number of installations involved, many pulleys of different sizes and for different belts are interchangeable on the same armature shaft. This might be of some use to you. When you determine the diameter of the pulley you need, take your problem to the local auto electric supply company. If you're lucky, they'll have a pulley you can use. If you're unlucky, you may have to have the pulley made at a machine shop.

Installing the generator regulator is a simple matter of mounting it in a suitable location and then connecting it into the electrical system with either the original or new wiring. The only precaution you must take with it is to be sure it has the same ground polarity as the Jag's electrical system. All twelve-volt electrical systems in American automobiles are negative grounded.

If new wires are used for the regulator be sure their conductors are large enough to carry the electrical loads to which they will be subjected.

OCTOBER, 1960

RAMCOTE

FLEXIBLE UPHOLSTERY FINISHES

Restore nu-life and color to faded, soiled car, plane or boat upholstery! Seats, headliners, sidepanels, convertible tops, cloth rugs and rubber floor mats will have that original look again. Easily applied by brush or spray. Won't chip or peel. Fadeproof. You can change color too! THE ONLY PRODUCT OF ITS KIND AWARDED THE MOTOR TREND SEAL OF APPROVAL. Write for free information, color chart and dealer locations.

RAMCOTE PRODUCTS 1411 WEST BIRTH ST. DEPT. CC-10 CHICAGO 21, ILLINOIS

FREE! Engine Torque Specification BOOK

TORQUE WRENCHES of Life Time Accuracy

Sold around the world by leading hand tool manufacturers, mail order houses, chain stores, specialty houses. Inch-pound, foot-pound and metric models in wide range of different capacities.



Sturtevant Spring Tester
With any torque wrench, quickly and accurately tests and matches sets of valve, clutch and other coil springs.

Write Department C C
for Free Book and Catalog

DA RT-KART CO.
KART DIVISION
1770 AIRPORT ROAD
MANSFIELD, OHIO

a super "K" series live axle TWIN ENGINE TERROR

You'll take more trophies at the wheel of this new live axle model in Dart-Kart's outstanding Super "K" Series. A fast, Class B-Super outfit, this is the finest kart on the tracks today. It's been torture-tested by Dart-Kart engineers to assure top performance, hour after hour. Compare it feature for feature with other karts . . . you'll be convinced a Dart-Kart leads the field. Our catalog with 16 large magazine-size pages illustrates and describes over 20 models. Four pages of the latest and best in accessories. Shows you how to plan and engineer your own winner. Enclose 25c to cover postage and handling. MOST HELPFUL KARTING CATALOG YET... GET YOUR COPY NOW!

Dart KART
BY RUPP



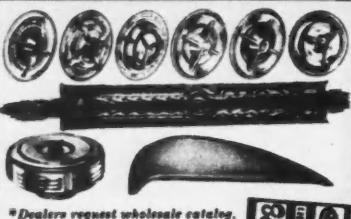
SUPER "K" Model TSK-MC-10 illustrated

- Two McCulloch MC-10 engines—really hot 5.3 cu. in.
- 1" stainless steel "live" rear axle
- Heavy-duty 2-gallon fuel tank—fewer pit stops
- 6" internal expanding brake
- Special Formula "K" racing frame, 100% perfectly aligned
- Magnesium front and rear wheels
- Full custom upholstery with side pads
- Polished aluminum headers
- Racing slicks—all around

DEALERS: Dart-Karts are selling like hot cakes. Territories are still open. Write today for details, prices and sales aids.

NEW BI-RITE CATALOG FEATURES LOW PRICES

ON HUB CAPS • GRILLES • FENDER
SKIRTS • TOOLS • CARB AIRCLEANERS
and other accessories



*Dealers request wholesale catalog.

FREE catalog explains our
profit sharing program. Send
25¢ cash for handling...
refunded on first order.

BI-RITE AUTO SPECIALTY
5536 W. NORTH DEPT. 22 CHICAGO 39, ILL.

DUCOIL DUAL COIL IGNITIONS For All V-8 Engines

DucOil has better than magnetic output and performance in excess of 8000 RPM and will outperform any existing magneto or battery ignition system under any condition, yet through design simplicity, costs less both to buy and maintain.

DucOil "COMPETITION" \$69.50
(Excluding Shipping and Handling)

DucOil "STREET" \$74.50
(Excluding Shipping and Handling)

DEALER
INQUIRIES
INVITED

IGNITIONEERING EVERYTHING
IN IGNITION

359 South Rose Place Anaheim 27 California

CUSTOM QUERIES

George Barris
BARRIS KUSTOM SHOP

UPDATING A '57 CHEVY

Dear George:

I have been a reader of CAR CRAFT Magazine for years. During this period I have read many fine articles on customizing. Now that I have a '57 Chevy, I have a problem that I think you'll be able to solve.

First of all, it is slightly customized by use of a '59 Impala roof scoop, '57 Plymouth hub caps and skirts. I want to change the grille, but I don't have the slightest idea what I should switch it with. I also want to change the taillights. If at all possible, I want something that will be unique and custom appearing but simple and easy in installation. Perhaps some type of bolt-on lens would be best. Do you have any suggestions?

The hood on my Chev has those air scoops. Now I want to change these. I have seen a few Chevs with parking lights of some nature mounted. I can't seem to find out what model light I should mount. Can you tell me?

Thanks for your help. The tail-light problem is the biggest.

— James England
Indianapolis, Indiana

There are, of course, several grilles that you could employ. I like the tube bar assembly that you can purchase at any auto supply house or direct from a number of individual manufacturers that advertise in our magazine. If you don't particularly desire the tube grille, then figure on a bit of work for a distinctive grille.

Probably one of the easiest grille swaps is the Buick checkered unit from the '58 model. It gives the appearance of a floating unit and is quite custom appearing. Once you pick up a Buick grille, measure the horizontal length of your Chev's grille shell. Transfer this measurement to the grille; you'll probably have to cut it down a little for proper fit. Once the assembly is cut to fit, hold the assembly to the shell and determine whether or not the height corresponds to that of the cavity. If not, and if it is too big, remove a single row of the checks from the grille. Then, if it fits, measure the height of the cavity and cut a center brace and two end pieces from some flat sheet metal. Attach the grille sections to this and mount after attachment holes have been drilled. If the

STEP ASIDE FOR NO MAN!

LEARN

KARATE

...the DEADLY DEFENSE!

MASTER KARATE, THE PERFECT PROTECTION

Your Hands, Feet and Elbows are Transformed into Weapons of Defense When You Know How To Use Them

KARATE — will enable you to execute a blow, requiring a minimum of strength, to any one of thirty-seven key points of the body, that will disable, or temporarily paralyze an opponent. When you are a master of Karate, knives, clubs, or even guns, held at close range are useless against you. IN A FLASH YOU CAN DISARM AND RENDER YOUR OPPONENT COMPLETELY HELPLESS. Karate is the only violent form of Judo taught today. In this new, fully illustrated book, titled "Karate, open hand and foot fighting," Mr. Bruce Tegner, one of the world's leading Karate exponents, quickly and simply shows you how to become a Karate master. It's actually easier to master than Judo. His step by step pictorial teaching method enables you to learn:

1) Karate's striking methods. Illustrations in this section show you how to make lethal use of your finger tips, elbows, knees, heels and nine other parts of your body.

2) Nerve Centers and Pressure Points. How to temporarily disable, stun or paralyze your opponent.

3) Twelve Defenses against Simple Attacks.

4) Twenty Defenses against Deadly Attacks.

Clearly illustrated charts show you exactly where and how to strike. LEARN WHY JUDO EXPERTS FEAR AND AVOID COMBAT WITH A KARATE MASTER. STEP ASIDE FOR NO MAN. WALK WITH CONFIDENCE. Let Mr. Tegner train you as he has successfully trained thousands of others. KARATE IS DEADLY—KARATE IS PROVEN. Karate was devised by Buddhist Monks and preserved through the ages, by men such as Mr. Bruce Tegner. START TODAY TO TURN YOUR OWN BODY INTO THE MOST EFFICIENT WEAPON AVAILABLE. Mail the coupon below and your copy of "Karate, open hand and foot-fighting" will be rushed to you by return mail. Read and examine the book for seven days at our risk. See for yourself how through the pages of this book you will increase your self-confidence, mental well-being, and all around physical being. You must be fully satisfied or you may return the book for a full refund. We are able to make this money-back offer because we know the amazing results thousands of people just like yourself have achieved by reading Bruce Tegner's "Karate".

Send only \$2.50 to KARATE, Dept. 395, 7471 Melrose Ave., Los Angeles 46, Calif.



You, I want to become a Karate master. I enclose \$2.50. Send my copy of Bruce Tegner's "Karate, open hand and foot fighting" immediately. If the book isn't everything you say it is, I may return it within 7 days for a full refund.

I am over 18 years of age or have my parents' — guardians' permission to study Karate.

KARATE Dept. 395
7471 Melrose Ave.
Los Angeles 46, Calif.

Name _____

Address _____

City _____ Zone _____ State _____



grille has been properly trimmed and cut to fit, then the final installation should be quite simple.

For taillights, you can bolt-on '58 Chevy Impala lenses to the '57 Chevy you own. Or, you can cement '59 Cadillac replacement lenses to the stock lenses. Use the '58 Impala back-up light for your hood air scoops. This is a simple operation to perform. Just remove the stock chrome trim and determine the best way of attaching the light unit. You'll have to drill a couple of holes maybe before you accomplish your task.

"TO THE FULLEST EXTENT"

Dear George:

I think your column is tops and I look forward to seeing my letter in it.

I plan to purchase a '55 Pontiac two-door hardtop in the near future and I want to customize it to its fullest extent.

Is it possible and would it look good if I chop the top four inches? And would '59 Pontiac taillights fit? Money and labor are known problems, so I would like your opinion of the best taillights I could adapt.

I am sure that you are familiar with the Pontiac hood. Would I have to replace it with something else, or can I fill it in?

—Richard Rufo
Los Alamitos, California

I think that the proposed top chop would look very good. I'm glad that you have already considered money and labor. Many don't. For taillights, I think I would go to a double frenched-in 'V' fin on the top of the fender and cap it with handmade plastic lenses that would be custom designed to the exact contour of the fin.

That hood presents quite a problem to some. If I were doing the work, I would french-in a concave scoop over the indentations and concave the front section. This should be original and another first in styling.



In the 'Synchronizing Multiple Carbs' feature appearing in the August 1960 issue of CAR CRAFT Magazine, we erroneously printed the wrong address and credit for the UNI-SYN multi-carburetor synchronizing device.

The D&R MANUFACTURING COMPANY, 11522 LONG BEACH BOULEVARD, LYNWOOD, CALIFORNIA is the developer and manufacturer of UNI-SYN. All inquiries should be addressed to the above.

A Frank Maratta
Presentation

NATIONAL AUTO REVIEW

OCTOBER 19-20-21-22-23 STATE ARMORY
SEE JOHN HYCHKO'S

Fabulous new futuristic Custom Rod to make its Debut at the SHOW

HARTFORD CONN.

DAILY NOON-11 P.M.

address inquiries to 524 Hudson st. Hartford Conn.

- ▲ DREAM CARS
- ▲ WORLD RECORD HOLDERS
- ▲ BEAUTY CONTEST
- ▲ MOVIES
- ▲ ANTIQUE CARS
- ▲ SPEED PARTS
- ▲ SURPRISE FEATURES

BUY DIRECT! SAVE OVER HALF!

HAWK

by BIRD engineering

Meets all specifications of the AKMA, GKCA, and the USKA.



The HAWK is now available less the engine in kit form for only \$79.95, or fully assembled for only \$109.95.



...complete
\$129.95

ready to run... . .

- Dual-Disc Brakes
- Fully Painted!
- Upholstered!

Orders are 50% down,
balance C.O.D.

**Order
Direct
And
SAVE!**

Bird engineering, 206 South 19th St., Omaha, Nebr.

B-CC-2

Please send my colored brochures (I enclose 25c for postage and handling)

Rush my HAWK kit for only \$99.95 (less engine \$79.95)

Rush my assembled HAWK for only \$129.95 (less engine \$109.95)

Name

Address

City State

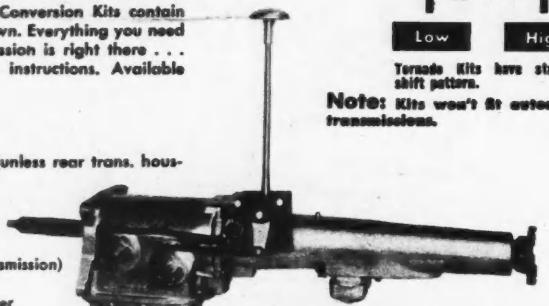
SHIFTFASTER

RUGGED . . . HEAVY DUTY! Spring Loaded

convert from column shift to
the world's fastest floor shift!

Easy-to-install Tornado Conversion Kits contain complete linkage as shown. Everything you need to connect your transmission is right there . . . plus simple installation instructions. Available for these cars:

1960 Falcon
1939-48 Cad & LaSalle (unless rear trans. housing is altered)
1939-60 Ford & Merc
1958 Pontiac (small transmission)
1959-60 Pontiac (big transmission)
1946-51 Lincoln
1948-56 Stude Commander
1947-57 Stude Champion
1949-60 Chev
1949-50 Olds



Rev. 2nd

\$34.95
including shift lever and knob

f.o.b. Oakland.
Shpg. wt. 7 lbs.

Low High

Tornado Kits have standard shift pattern.

Note: Kits won't fit automatic transmissions.

Write Dept. C-10

Lee's SPEED SHOP

1143 E. 14TH ST., OAKLAND 6, CALIF.
PHONE Templebar 2-9686

**lightness of aluminum,
strength of steel**



AZUSA
engineering, inc.

16203 arrow highway • azusa, california

Setting a new standard in the karting industry, Azusa Engineering is pleased to announce the first of a complete line of parts and accessories. Azusa Steel combines aluminum for lightness and strength at a price competitive with all steel wheels. Azusa wheels bring engineering advancements with an exclusive tire-grapping feature, Timken tapered bearings in all bearing wheels and hardened, keyed inserts in live axle wheels. Drivers, dealers, OEM—write for information.



HOTTEST ITEM IN THE KARTING SPORT!

EXCLUSIVE!!! Steen Remote Mixture Adjuster. New—tune while you drive—fits all engines, all karts. Adapts quickly to mixture control.

Air cleaners — foil, skinner & paper pac*

Stabilized Methanol fuel — "Blue Blazer" — 5 gal. can — \$5.65

0-16,000 rpm tachometer — electronic, one wire to install — \$35.00

"Simichrome" polish — world's best chrome, aluminum & other metal polish — 69¢

"Villiers" M/C engines — designed for Karts — A, B & C class*

West Bend engine & parts distributors*

McCulloch, Power Products, Clinton & Homelite engines*

Crash helmet — standard coverage — \$10.95

Full coverage "Karrera" helmet — maximum protection (gss visor) — \$24.50

Racing jacket — black or white naugahyde, padded elbows & shoulders — \$25.00

Gloves, suits, helmet bags, Kart covers, face mask goggles*

Goggles with 2 extra lens — \$2.95

Crossed checkered flags — 4" felt patch — sew on gloves or jacket — 50¢

Axle — 1" O.D., stepped to 3/4" ends — 1/4" keyway — full length — \$10.00

We pay the freight on "paid in advance" orders

\$5.95

*Check prices on these and the hundreds of additional items shown in our constantly expanding 1960 catalog.



STEEN's Catalog continues to grow with new items constantly added. STEEN's keeps pace with the industry—"If you've heard of the part, we have it!"—(and a lot you haven't heard of). Send \$1.00 today for your catalog by return mail. Orders filled on same day received. Catalog has tuning tips, racing specs, photos galore! Don't forget our finest product—STEEN C, the chemical lubricant used and proclaimed by more kart owners and manufacturers than any other brand. One quart can—\$1.95. Dealers: Write now for our plan to make you RICH!

STEEEN'S
POWER PARTS

19 east valley boulevard
alhambra 26, California
telephone atlantic 1-4851



COMING EVENTS

DRAG SCHEDULES

Denver (Castle Rock), Colo. — 9/11, 10/2. Continental Divide Raceway.
Julesburg, Colo. — Oct. 2; Platte Valley Customs Club, East Haddam, Conn. — Every Sun. Connecticut Dragway; Nutmeg State Timing Ass'n.
Davie, Fla. — 2nd & 4th Sun. Broward Auto Club.
Miami, Fla. — 1st & 3rd Sun. South Fla. Timing Ass'n.
Green Cove Springs, Fla. — Every Sun. Thunderbolt, Inc.
Kissimmee, Fla. — 1st Sun. Central Florida Timing Ass'n.
Venice, Fla. — 1st Sun. Vagabonds, Inc.
Augusta, Ga. — Every Sunday. Augusta International Speedway.
Gwinnett, Ga. — Newton County Drag Strip, 4th Sun. Sterling-Rock Falls, Ill. — Every Sunday — '68' Drag-way.
Muncie, Ind. — every Sunday. Muncie Dragway.
Coffeyville, Kans. — 1st & 3rd Sun. Coffey Grader Hot Rod Club.
Mansfield, La. — 3rd Sun. each month. Ark-La-Tex Timing Ass'n.
Opelousas, La. — 2nd Sun. each month. Pal-State Drag Strip.
Sanford, Maine — every other Sun. New England Hot Rod Council.
Orange, Mass. — 3rd Sun. ea. month. New England Timing Ass'n.
Detroit, Mich. — Every Sun. Detroit Dragway.
Minneapolis, Minn. — Every Sunday. Twin Cities Optimists Clubs Timing Ass'n.
Belgrade, Mont. — 2nd Sun. each month. Boxcar Racers.
Grand Island, Neb. — 9/11; Grand Island Jaycees. Scottsbluff, Neb. — Sept. 18. Nile Valley Timing Ass'n.
Henderson, Nev. — 2nd & 4th Sun. Industrial City Timing Ass'n.
Atco, New Jersey — Every Sunday. Every Wed. night. South Jersey Timing Ass'n.
Great Meadows, N.J. — Every Sunday. Great Meadow Timing Ass'n.
Vineland, New Jersey — Every Sat. nite thru Sept. 17. Vineland Speedway.
Hobbs, N.M. — 1st Sun. Charioteers Auto Club.
Roswell, N.M. — 3rd Sun. Dusters Auto Club, Walker AFB.
Chardon, Ohio — Every Sunday; Thompson Speedway Drag Strip.
Cincinnati, Ohio — Every Sunday. Beechmont Dragway.
Dayton, Ohio — Every Sun. Dahlia Drag Strip, Mon. Co. Timing Ass'n.
Toledo, Ohio — Every other Sun. Glass City Dragway.
West Salem, Ohio — Every Sunday. Dragway "42".
Durant, Okla. — 4th Sun. Durant Timing Ass'n. Eater Field.
Oklahoma City, Okla. — Open every Sun. Oklahoma City Drag Strip.
Tulsa, Okla. — Every other Sun. T.T.A.
The Dalles, Ore. — Sept. 11. Dallas Airport — MCTA.
McMinnville, Ore. — Columbia Timing Ass'n. 9/24, 25.
Charleston, R.I. — 9/11; 10/2. Southern New England Timing Ass'n.
Pelion, S. Car. — Every Sat. night. Palmetto Racing Affiliates, Inc.
Holt, Tenn. — 1st & 3rd Sun. Memphis Stockers.
Abilene, Texas — 4th Sun. Tri City Drag Ass'n.
Abilene, Texas — 3rd Sun. Abilene Jaycees.
American, Texas — Every Sun. Amarillo Dragway.
Caddo Mills, Texas — 1st Sun. North Texas Timing Ass'n.
El Paso, Texas — 2nd & 4th Sun. El Paso Timing Ass'n.
Newark, Texas — 2nd & 4th Sun. Tarrant Co. Modified Auto Ass'n.
Wichita Falls, Texas — 2nd Sunday each month. Red River Drag Strip.
Petersburg, Va. — Every Sunday. Eastern Dragway.
Lynchburg, Va. — ev. Sun. Associated Wheels, Inc.
Boy View, Wash. — 9/3, 4, 5, 18; 10/2, 16, 30. Bay View Timing Ass'n.
Bremerton, Wash. — 9/11, 25; 10/9, 23. King Co. Youth Auto Council.
Kent, Wash. — 9/11; 10/9, 23; 11/25. Pacific Raceways.
Cheyenne, Wyo. — Sept. 4 & 5; Oct. 30. Cheyenne Timing Ass'n.
Deseronto, Ont., Canada — Peaceful Racers.

SHOW SCHEDULES

Hartford, Conn. — Oct. 19-23. National Auto Revise, State Armory, Hartford. Speed and Custom Parts.
Topeka, Kan. — Oct. 1-2, 2nd Mid America Auto Spectacular, Municipal Auditorium.
Detroit, Mich. — Sept. 2-5; Nov. 1. Champion Custom Car Show, Detroit Artillery Armory.
St. Louis, Mo. — Nov. 10-13. National Speed and Custom Car Show, Mid-HI Timing Ass'n.
White Plains, N.Y. — Oct. 28, 30. Westchester's Auto-rama, Westchester County Center.
Hanover, Penna. — Nov. 23-25. Hanover's 1st Annual Rod and Custom Kar Show, Shulz Chevy Garage.
Hanover Rod and Custom Club.
Nashville, Tenn. — Nov. 19-20. 2nd Annual Central South Autorama, State Fairgrounds coliseum, Zappell, Inc.
Milwaukee, Wis. — Oct. 29-30; 6th Rod-O-Rama, Milwaukee Aud., Artists and Mellotones Hot Rod Club.

CAR CRAFT

MEET THE NEW CHAMPION...



...and the man who drove it to victory.

Bill Jeffery, winner of the 2nd Annual G.K.C.A. National Kart Road Race Championship, chose a Go Kart 800 for he knows no other kart promises award winning performance. That's right, a perfectly standard Go Kart 800, equipped with Bill Jeffery's MC-10 McCulloch engine, set the A Super Class qualifying record, then brought Bill enough points to make him the new National Champion, on the fast and difficult Go Kart Raceway in Azusa, California. And all this with 275 fiercely competitive karts — the finest and fastest in the nation — giving him a run for his money. No special or highly modified production kart for Bill, his Go Kart 800 was designed and built with outstanding performance in mind, so his sole job was to drive it to victory — which he did in a clean sweep.

A LOOK AT THE RECORD

- 800's currently hold 15 track class records in California — out West where the competition is the keenest, the pace the fastest.
- Five 800's entered the 100-mile Tecate, Mexico, race. All five not only completed the grueling torture test, but finished among the top seven!
- The 800-equipped Go Kart Racing Team chalked up a record number of team points at the 2nd Nationals — against the fastest and best karts in the country, against competitive racing teams from leading manufacturers.
- Go Kart 800's broke four out of the five class qualifying records at the 2nd Nationals. An unparalleled victory.
- A Go Kart 800 brought National Champion Bill Jeffery across the line a winner — far outdistancing A Super Class competitors.
- An 800 chassis carried Duffy Livingstone and his water cooled König to the fastest victory ever in a Rathmann-Ward duel against the Nation's fastest, best built, most capably driven special.

Race-winning performances can be yours, too, simply drop in or call your nearest Go Kart 800 dealer. There are over 600 of them in this country alone — one as near as your telephone.

For the full story on the Go Kart 800, complete specifications on the eleven 800 models, stories on karting, tuning and hop-up hints for 2-cycle engines, specifications on the famous Go Kart mini-bikes, and page after page of kart accessories, send \$1.00 (refundable on first order of \$10.00 or more) to:



Go Kart



FLASH!

All 800 Go Karts come with the following, exclusive features AT NO INCREASE IN PRICE

Racing Team Red paint in glorious CANDY APPLE!

New AZUSA wheels — the lightness of aluminum, the strength of steel!

#38 ROLLER chain — no more binding or kinking!

ale • Azusa, California

Go Kart

MANUFACTURING CO., INC. • 6392 Irwindale

MONEY BACK GUARANTEE

30 DAY FREE TRIAL GUARANTEE

You may keep, compare, and examine any of these new money-saving items for 30 days. If you are not satisfied, or if you return any item unused within this period, we will immediately refund your entire purchase price... no questions asked.

Ernest J. Newhouse

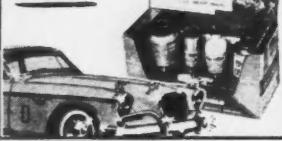
We are members of the Chamber of Commerce

DUMMY SPOTS... Tear-Drop."
Large 5" glass lens. Fully adjustable, like genuine spot, without the expense. Complete, only \$13.95 ea. or \$27.45 pair, postpaid.



DUMMY
TEAR-
DROP
SPOT
LIGHTS

CHROME-IT Yourself



"INSTANT-CHEM" PLATE ANYTHING! New sensational concept in chrome-plating that does what electroplating cannot do. Glistening surface easily applied to any metal, wood, glass, rubber or plastic. No need to remove chrome trim for re-plating... "Instant-Chrome" is on the car. Works like magic on bumpers, grill, rims... any chrome trim on autos - thousands of household uses too! Large Kit (enough to plate 2300 sq. in.) and Complete easy-to-follow Instructions #5430 \$4.95 ppd.

PLASTIC STEEL



FIRE ANYTHING with this amazing new discovery! It's 80% steel and 20% plastic. Handles like putty - hardens into steel. Sticks to all metals and glass. You can grind, drill or file this material just like steel. Can be used to bond two metals together. Hardens in 2 hours. 1,000,000 uses for home or garage such as repairing pipes, lawn mowers, faucets, furniture, cracked mirror blocks, tampons, etc. You've got to see it to believe it. #0340 Complete Kit (2 cans) and instructions... only \$2.25 postpaid.

LEFT FOOT ACCELERATOR



With LEFT FOOT THROTTLE you can use either foot on accelerator. Lets you ease off on gas as you apply brake, stop quicker and smoother. Reduces fatigue, avoids leg cramps on long trips. Only \$3.95 ppd.

AIRPLANE-TYPE "TRIPLE-FIRE" SPARK PLUGS give up to 30 more HP, greater mileage, faster acceleration. Outlast "old-style" plugs 3 to 1. New cooling fins, extra-rugged insulators, one-piece shell. \$1.15 each, set of 8 \$9.52 ppd.



* FAIR PRICES *

* HONEST QUALITY *

* FAST SERVICE *

NEW LOWERING KITS †



FRONT KITS for all cars with front coil springs. Now you can lower your car all around. New easy way permits drop of front end 2" to 3" fully adjustable. Better cornering, safer. (We also have kits for rear). Front (Both sides) only.... \$14.95 Rear Kits (per pair) 2" \$4.45, 3" \$5.45

SCAVENGER PIPES †

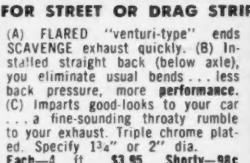
Here is a customizing idea that makes sense!

LATEST CALIFORNIA CRAZE FOR STREET OR DRAG STRIP

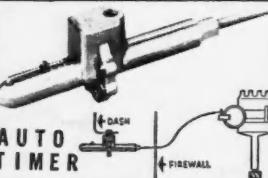
Full 48" (4
feet) LONG.



(Also shorties 7" long.)



(A) FLARED "venturi-type" ends SCAVENGE exhaust quickly. (B) Installed straight back (below axle), you eliminate usual bends... less back pressure, more performance. (C) Imparts good-looks to your car... a fine-sounding throaty rumble to your exhaust. Triple chrome plated. Specify 13" or 2" dia. Each—4 ft., \$3.95. Shorty—98¢



AUTO
TIMER

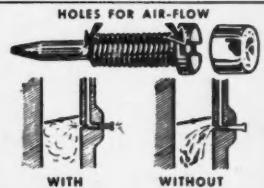
A TOUCH OF YOUR FINGER improves Gas Mileage up to 20% or more. Power, acceleration, cold weather starting. Amazing, but true! Eliminates need for carburetor adjustment. Just install dashboard chrome control advances or retarded spark instantly to compensate for heat, load, speed, gas, octane, etc. Precision "Indicator" shows exact position - accurate worm drive. This new product will pay for itself in one month. Low introductory price for Complete unit. #3940 only \$6.95 postpaid.



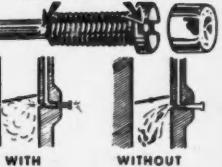
SAVE MONEY

WHY PAY MONEY? Engine suffering from "Acid indigestion"? Oil swarming with tiny abrasive flakes? Replace your crank case drain plug with low cost, effective Neutra-Plug. Has (A) Active-Magnesium alloy to neutralize acids, (B) Alinco magnet to trap metal particles, (C) Self-sealing threads and gasket to prevent leaks. Equal to others costing up to \$4.95.

#6501 only \$2.45 postpaid.
Deluxe model #6503 only \$2.95 postpaid.



HOLDS FOR AIR-FLOW



GET 3, MORE MILES PER GALLON! Some users report up to 6 extra miles per gallon with GENE "Air-Jet" Needle installed. STOPS GAS WASTE due to improper carburetor adjustment. Air-Jet compensates for over-rich idling mixture - stops "flood" of raw gas! Smooths idle of new cars as well as old. Can clip it to dash or neck so use for 30 days - decide for yourself. Full refund if not amazed. Complete with patented Filter Cap. Fits all cars, install in 3 min. Specify make carburetor (2 needed for 8 cyl. cars). #2920 \$1.50 ppd.

NEW formula with ABM
"ACID BARRIER MAGNESIUM
STOPS ENGINE WEAR

FREE TRIAL
(USE ENTIRE CAN
AT OUR RISK)

BOUNDS ENGINE LIFE! Not just another oil additive—but a proven "liquid metal" that makes your car perform as if it were just overhauled. Add one can to your engine and you'll never need plates again to stop wearing surfaces with HOLYDEKIN! Safe to use AUTO-MOLY contains world's toughest metals in "liquid" form. Reduces friction, heat, banishes dry starts. Gives amazing increase in power & mileage immediately. Try in your car—if not amazed, return empty for prompt refund. Complete One-Year Treatment ... only \$1.85 ppd.

COIL
BOOSTER

\$1.98

Deluxe MILEAGE-MINDER Fuel Pressure Regulator Neoprene Diaphragm, also Trouble Trap, plus Powerful Magnet to capture iron oxides, rust flakes, etc., that clog carb needle. Complete with fittings. Only \$6.95 ppd.



CUSTOM STRIPING

SAVE \$25 to \$30. Customize your own car with genuine "Rembrandt" design decals. Easy to apply in any arrangement. Will not peel, chip or fade. Each set available in White, Red, Black or Lustrous Gold. Excellent Buy! Set #1071 (12 DESIGNS up to 10" Long) for fenders, hood, trunk lid, id, skirts, dash, etc. only \$9.95 postpaid. Set #1073 same plus 12 EXTRA DESIGNS only \$1.85 postpaid. Set #1075 complete Deluxe Stripe kit (36 BIG DESIGNS) only \$2.75 postpaid

ELECTRONIC COIL BOOSTER intensifies high voltage, gives much hotter spark for better combustion, MILEAGE, POWER. Increases efficiency of spark plugs up to 50%. Fits any car in 60 seconds. Only \$1.98 ppd.



REDUCE TIRE WEAR
May Save \$50.00 of Tire

New "MICRO-LOK" Spindle Nuts give you PERFECT front wheel bearing adjustment. No more loose play that causes wheel wobble and excessive tire wear. Per car only \$2.95 ppd.



WINKIE
(CAT OR DOG)



GREATEST CATALOG

YOURS
FREE!

With every order (otherwise send only 25¢ to cover handling and mailing)

ORDER BY MAIL TODAY!

We stock over 150,000 items, ready for immediate shipment

DEPEND ON NEWHOUSE FOR QUALITY



See above

Newhouse
AUTOMOTIVE INDUSTRIES
Books and Catalogs Available

World's Largest
Supplier of
Special
Auto Parts

Est. 1935

Phone RAYmond 3-3671

5805 E. Beverly Blvd., Dept. 271, Los Angeles 22, Calif.

LOW MAIL ORDER PRICES—ORDER TODAY • TWO (2) FREE GIFTS
with every order. ORDER TODAY you will receive a free surprise gift with every order plus a free copy of "How to Get 50 Miles Per Gallon." (Both worth over \$2.00.)

Car Make _____ Year _____ Model _____ No. Cyl. _____

Name _____ Address _____

City _____ Zone _____ State _____

Quantity _____ Item No. _____ Description—GIVE FULL INFORMATION _____ Price _____

\$ Full Price Enclosed
SHIP POSTPAID
Items marked Ppd

\$ 25% Deposit, Ship C.O.D.
PLUS POSTAGE

